



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

FY2015-2019 Regional Transportation Improvement Program

Report Number 02-2015

Adopted by the COMPASS Board on October 20, 2014

Resolution No. 01-2015

Amended: December 15, 2014, January 26, 2015, March 16, 2015, April 20, 2015, June 15, 2015, September 21, 2015, October 19, 2015, November 10, 2015, December 21, 2015

Modified: November 6, 2014, December 1, 2014, January 15, 2015, March 19, 2015, April 14, 2015, May 20, 2015, June 4, 2015, June 12, 2015, July 6, 2015, July 28, 2015, August 10, 2015, August 19, 2015, August 25, 2015, September 1, 2015, September 10, 2015, September 16, 2015, October 29, 2015, November 23, 2015, December 3, 2015, December 15, 2015, December 23, 2015, January 13, 2016

The completion of this document was financed by U.S. Department of Transportation (DOT) funds through the Idaho Transportation Department and contributions from member agencies within Ada and Canyon Counties.

T:\FY15\600 Projects\685 TIP\FY1519TIP\Reports\DRAFTFY2015TIPrpt.docx



Working together to plan for the future

RESOLUTION NO. 01-2015

**FOR THE PURPOSE OF APPROVING THE
FY2015-2019 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

WHEREAS, the Community Planning Association of Southwest Idaho has been designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

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

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

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

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

WHEREAS, a public comment period was held between August 11 and September 9, 2014, for people to review and comment on proposed projects in the program;

WHEREAS, due to significant changes proposed by the Idaho Transportation Department, an extended public comment period was held between September 19 and October 3, 2014;

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

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2015-2019 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding Air Quality Conformity Demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves the Final FY2015-2019 Regional Transportation Improvement Program and the associated Air Quality Conformity Demonstration.

DATED this 20th day of October 2014.

APPROVED:

By: 
Charlie Rountree, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: 
Matthew J. Stoll, Executive Director
Community Planning Association
of Southwest Idaho

TABLE OF CONTENTS

I. INTRODUCTION.....	1
II. FORMATTING	4
III. PUBLIC OUTREACH EFFORTS	4
IV. AIR QUALITY CONFORMITY	7
V. LOCAL PLANNING ACTIVITIES	8
VI. FUNDING CATEGORIES.....	9
VII. FINANCIAL CONSTRAINT	13

LIST OF TABLES

1. Available Funding with Match vs. Programmed Projects (June 25, 2014)	17
2. Ada County Highway District Budget History, 2008 - 2013.....	18
3. Ada County Highway District Budget Program, FY2014-2019, Projected Revenues and Expenditures	18
4. Nampa Urbanized Area Highway Districts Budget History, 2008-2013.....	19
5. Nampa Urbanized Area Highway Districts Budget Projects, 2014-2019	19
6. Other Canyon County Highway Districts Budget History, 2008-2013.....	19
7. Other Canyon County Highway Districts Budget Projections, 2014-2018	20
8. Valley Regional Transit Budget History, 2008-2013	20
9. Valley Regional Transit Budget Projections, 2014-2019	20
10. COMPASS Region Available vs. Programmed Funding.....	22
11. Share of Project Costs Allocated to Alternative Modes of Transportation (Shown in Year of Expenditure (Inflated))	23

LIST OF FIGURES

1. Urbanized Areas and Urban Clusters	2
2. Northern Ada County Air Quality Maintenance Area	3
3. Idaho Transportation Department FY2014 Appropriations Draft	16

APPENDIX

A. List of Projects	24
B. Public Comments	174

I. INTRODUCTION

The Regional Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The Idaho Transportation Investment Program (ITIP) is the state's short-range capital improvement program. The ITIP references projects in Ada County and Canyon County via the Community Planning Association of Southwest Idaho (COMPASS) TIP.

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

The TIP must be consistent with the regional long-range transportation plan, *Communities in Motion 2040* (CIM 2040). The COMPASS Board of Directors adopted CIM 2040 on July 21, 2014. The plan is comprised of long-range transportation corridors, a short-range transit component, air quality conformity, pathway development, and transportation system management elements. CIM 2040 is consistent with the goals and objectives of the area's comprehensive plans.

The first four years of the TIP are of particular interest since the years are considered as "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning stage to the implementation stage. Per federal regulations, information on the status of projects in the first year of the previous TIP will be posted online by December 2014 at www.compassidaho.org/prodserv/transimprovement.htm under "Annual Listing of Projects."

This document includes all federally funded projects and those non-federally funded projects deemed "regionally significant" for air quality conformity purposes in Ada County (see page 13 for the definition of "regionally significant"). The TIP projects identified in this document are within the estimates of available funds from a variety of sources, both federal and non-federal.

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

Figure 1
Urbanized Areas and Urban Clusters

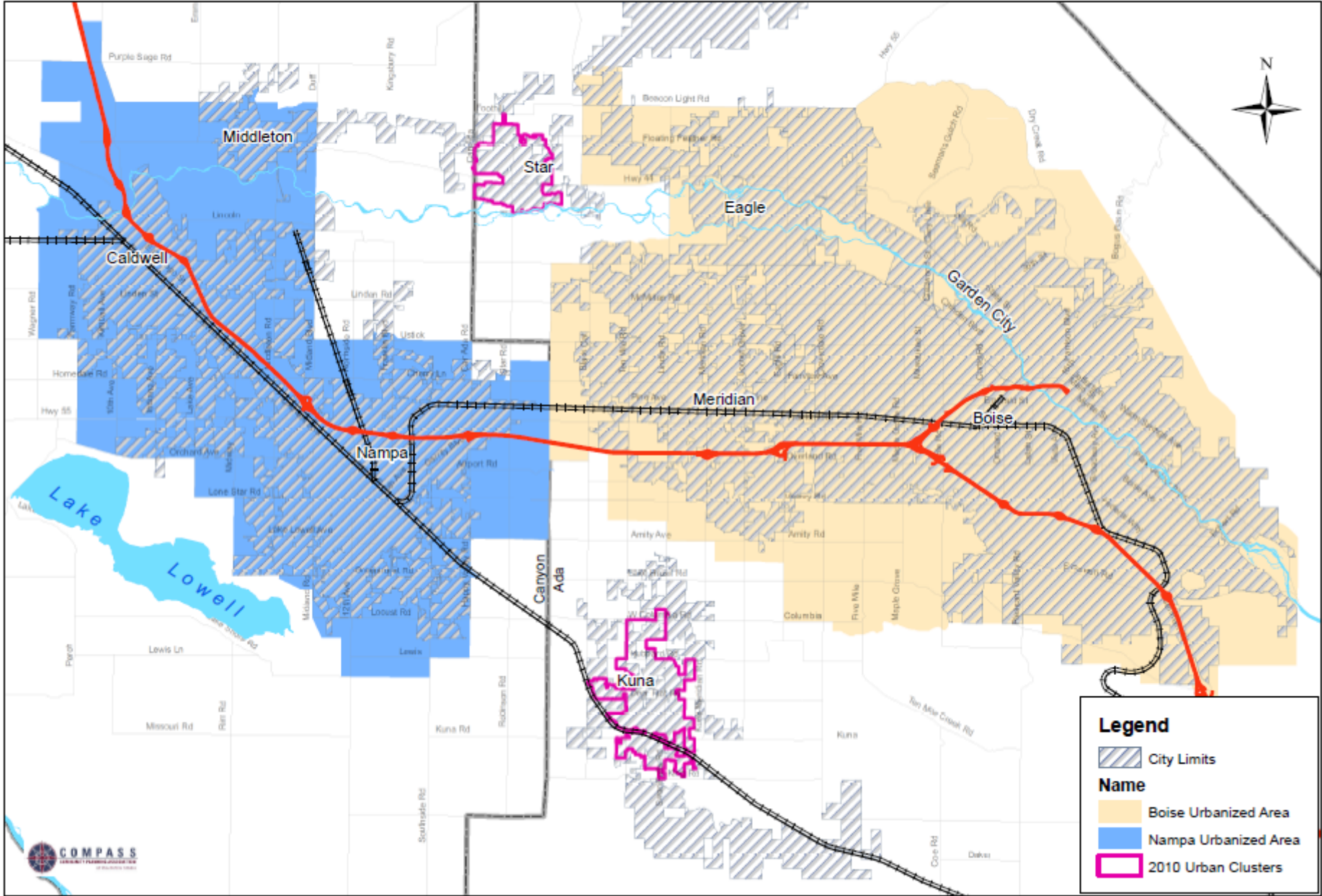
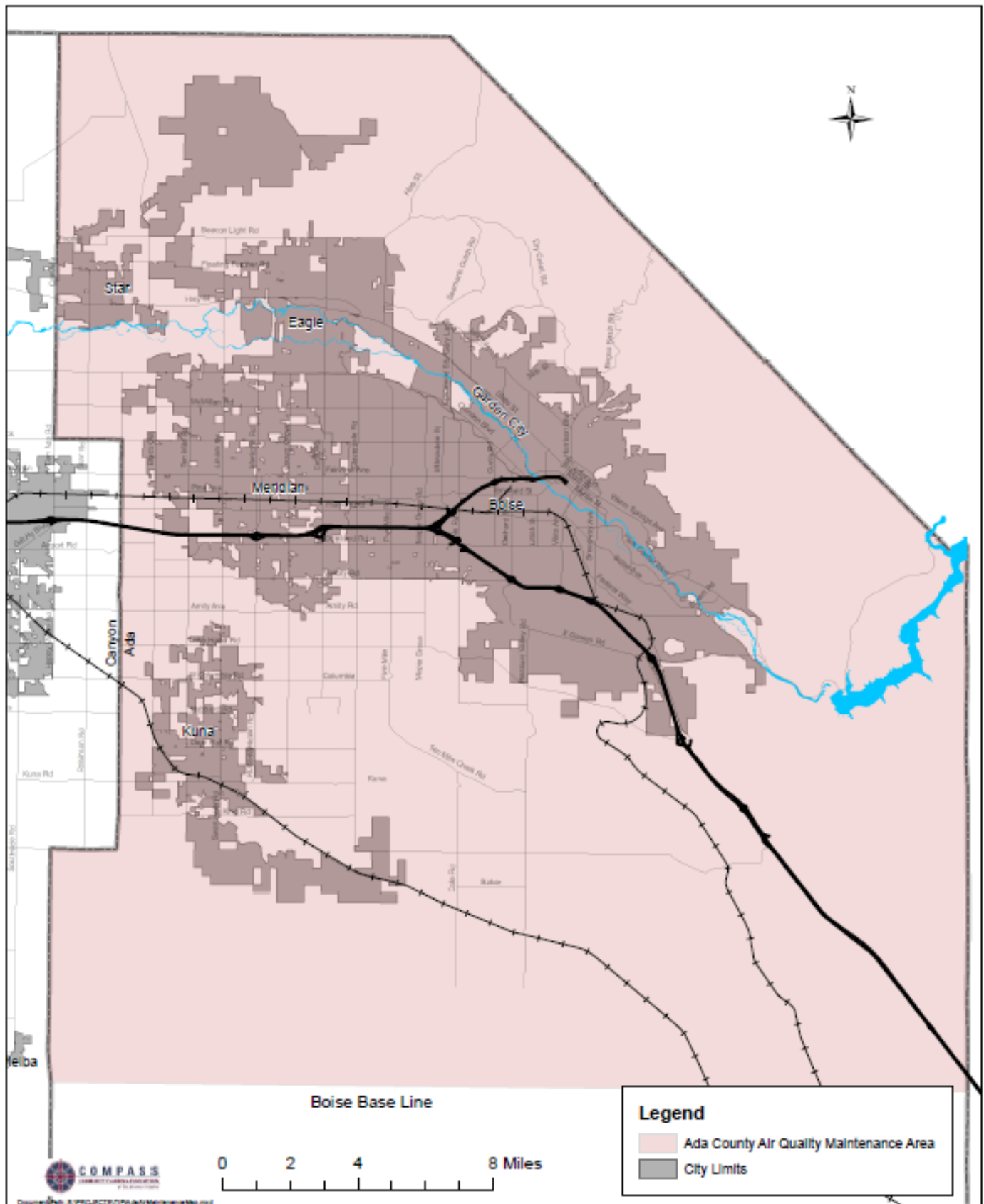


Figure 2
Northern Ada County Air Quality Maintenance Area



II. FORMATTING

The Federal Highway Administration (FHWA) and ITD met early in 2010 with the intent of finding ways to more efficiently manage the ITIP process.

1. FHWA requires all reporting documents be shown in the year of expenditure. This means project costs must be shown with inflationary factors expected for the year funds will be expended.
2. Agencies in the State of Idaho currently use a 2% inflation factor to adjust the cost of future expenditures for most projects.

III. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP begins approximately 16 months prior to its final approval. This effort includes requesting input from the local governments in the Boise and Nampa Urbanized Areas, local governments outside the urbanized areas within Ada and Canyon Counties, and the general public. The overall COMPASS public involvement policy and the TIP public involvement plan can be found online at www.compassidaho.org/people/publicinvolvement.htm.

Local Governments' Input. Some local governments in Ada County have a designated transportation task force committee to provide input into the development of the annual TIP and ACHD's Five-Year Work Plan. From August through December 2013, staff from COMPASS, ITD, and VRT met with elected officials, designated transportation task force committees, and local government staff in Ada County to solicit their desired transportation projects for inclusion in this document. Staff from COMPASS, ITD, VRT, and the Local Highway Technical Assistance Council (LHTAC) met with representatives of governments in Canyon County during this same time period to solicit their desired transportation projects.

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

COMPASS Regional Technical Advisory Committee (RTAC). RTAC is comprised of technical experts representing counties, cities, highway districts, state agencies, and other public agencies in Ada and Canyon Counties. RTAC makes recommendations to the COMPASS Board of Directors regarding planning activities and was involved throughout the TIP development process. Representatives on the committee reviewed the draft TIP and made recommendations to the COMPASS Board of Directors on the approval of funding priorities.

30-Day Public Comment Period. Public comment on the draft FY2015-2019 TIP project list was solicited from August 11, 2014 - September 9, 2014. A public comment period on an update to the *Transportation Service Coordination Plan for Ada and Canyon Counties* was held consecutively with the TIP public comment period. Promotion of the two comment periods was combined on fliers, in ads, etc. In social media, the content varied from focusing specifically on the TIP to specifically on the *Transportation Service Coordination Plan*, to focusing on the opportunity to comment in general. All related social media posts are included below, as all sent the viewer to the COMPASS website where comment opportunities on both topics was featured prominently.

Legal notices, a news release, emails, the comment form, a flyer, a cover sheet for the TIP, newspaper advertisements, postcards, Facebook posts, and the COMPASS website

included the language "...including the federal program of projects proposed for funding by Valley Regional Transit..." to fulfill VRT's outreach requirements. VRT's program of proposed projects was also provided on the COMPASS website.

COMPASS Website. All draft TIP materials, including the air quality conformity analysis, the FY2015 federal program of projects proposed for funding by Valley Regional Transit, a map showing projects in the TIP as compared to Environmental Justice consideration areas, online and printable comment forms, and general information about the public comment period and the open house were available on the COMPASS website from August 11, 2014, - September 9, 2014, at www.compassidaho.org/prodserv/transimprovement.htm. Other pages on the COMPASS website contained related information and directed viewers to this page.

Open Houses. COMPASS hosted one open house: Wednesday, September 3, 2014, 10:00 a.m. – 7:30 p.m. at the COMPASS Board Room in the City of Meridian. Thirteen people attended the open house to ask questions and submit comments.


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

- Ada Community Libraries
 - Hidden Springs Branch (Boise)
 - Lake Hazel Branch (Boise)
 - Star Branch (Star)
 - Victory Branch (Boise)
- Boise City Libraries
 - Cole and Ustick Branch (Boise)
 - Collister Branch (Boise)
 - Hillcrest Branch (Boise)
 - Main Library (Capitol Boulevard) (Boise)
- Caldwell Public Library (Caldwell)
- COMPASS Office (Meridian)
- Eagle City Hall (Eagle)
- Eagle Public Library (Eagle)
- Garden City Public Library (Garden City)
- Meridian Library District
 - Cherry Lane Branch (Meridian)
 - Overland Branch (Meridian)
- Nampa Public Library (Nampa)

The request to post comment materials was submitted to four additional libraries, but no response was received.

Legal Notice. COMPASS published a legal notice for the TIP public comment period in *The Idaho Statesman* and the *Idaho Press Tribune* on August 11, 12, and 13, 2014.

Display Advertisements. Display advertisements promoting the public comment period and open house appeared in the *Idaho Statesman* (August 11, August 20, and September 2), the *Idaho Press Tribune* (August 11, August 20, and September 2), the *Valley Times* (August 11, 18, and 25, and September 1), the *Kuna Melba News* (August 13, 20, and 27), and *Idaho Hispano* (August edition). In addition, a digital ad was placed on idahostatesman.com on August 11, 20, and September 2, 2014.



Comment Now!
Treasure Valley
Transportation Projects
and Coordination Plan

COMPASS is looking for your comments on...

- Transportation projects listed in the draft FY2015-2019 Regional Transportation Improvement Program and the required air quality conformity demonstration for northern Ada County for those projects
- The FY2015 federal program of projects proposed for funding by Valley Regional Transit
- The 2014 Transportation Service Coordination Plan update, which focuses on scoring criteria, strategies, and performance measures for transit projects in Ada and Canyon Counties

Attend an open house
Wednesday, September 3; 10 am – 7:30 pm
COMPASS, 700 NE 2nd Street, Meridian

Find information and comment online
www.compassidaho.org;
follow links under "Hot Topics"

Comments will be accepted through
Tuesday, September 9, 2014

Questions? Contact 208/855-2558 or
info@compassidaho.org

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

News Release. COMPASS sent one news release notifying the public of the comment period and open houses; the news release was sent to local and regional media on August 11, 2014. Two news articles resulted from the news release.

Email and Mail. COMPASS sent three email messages to approximately 2,000 people each publicizing the TIP public comment period. The first message, sent on August 11, 2014, announced the opening of the public comment period. A second email was sent on September 2, 2014, to remind people of the open houses. A final email was sent on September 8, 2014, as a reminder that the comment period would close in three days. COMPASS requested member agencies and other partners to also forward the emails to their email lists, so the emails likely received wider distribution.

In addition, COMPASS mailed 246 postcards on August 12, 2014, to additional interested individuals for whom COMPASS does not have email addresses.

Flyer. COMPASS created a flyer (English and Spanish) advertising the TIP public comment period and open houses and sent it to 18 libraries in the two-county area to post on community bulletin boards. The flier was also displayed at the COMPASS office and sent to RTAC and the Public Participation Committee members with a request to post it at their offices and other public places within their jurisdictions.

Facebook. COMPASS posted information about the comment period on its Facebook page on four days: August 11, 14, and 26, and September 2, 2014 (www.facebook.com/COMPASSIdaho).

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

- KIVI, Channel 6
- KTVB, Channel 7
- *Idaho Press Tribune*
- *Idaho Statesman*
- *Boise Weekly*
- Boise Events

Executive Director's Blog. COMPASS used the Executive Director's blog (www.compassidaho.blogspot.com) to help publicize the comment period and discuss issues related to the public comment materials. Three blogs were posted during the public comment period, discussing (1) why COMPASS was requesting comments, (2) the new TIP focus on maintenance, and (3) what the *Transportation Service Coordination Plan* is and why it is open for public comment. Blogs were posted on August 11, August 18, and August 28, 2014.

Brochure. COMPASS staff updated a brochure for the TIP, and translated it into Spanish. The English and Spanish versions were available on the COMPASS website, at the COMPASS office, at libraries with other comment materials, and at the open house.

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

Comments Received. The public was encouraged to submit written comments throughout the public comment period. Comments were accepted via email, letter, fax, or via online or hard copy comment forms. Assistance was provided for anyone unable

to submit comments in writing. Seven public comments were received; they are attached in Appendix B.

15-Day Public Comment Period. A second public comment period on the draft FY2015-2019 TIP project list was held from September 19 – October 3, 2014, as the Idaho Transportation Department proposed numerous revisions to projects listed in the TIP in the original comment period. None of the proposed changes affected air quality conformity.

COMPASS Website. All revised draft TIP materials, including a list of proposed changes, the air quality conformity analysis (unchanged from original), the FY2015 federal program of projects proposed for funding by Valley Regional Transit (unchanged from original), a map showing projects in the TIP as compared to Environmental Justice consideration areas, and general information about the public comment period were available on the COMPASS website from September 19, 2014, - October 3, 2014, at www.compassidaho.org/prodserv/transimprovement.htm. Other pages on the COMPASS website contained related information and directed viewers to this page.

Legal Notice. COMPASS published a legal notice for the TIP public comment period in *The Idaho Statesman* and the *Idaho Press Tribune* on September 19, 22, and 23, 2014.

News Release. COMPASS sent one news release notifying the public of the comment period; the news release was sent to local and regional media on September 19, 2014. Six news articles resulted from the news release.

Email and Mail. COMPASS sent three email messages to approximately 2,000 people each publicizing the TIP public comment period. Messages were sent on September 19, September 25, and October 2, 2014.

Facebook. COMPASS posted information about the comment period on its Facebook page on September 22 and October 1, 2014 (www.facebook.com/COMPASSIdaho).

Comments Received. The public was encouraged to submit written comments throughout the public comment period. Comments were accepted via email, letter, or fax. Assistance was provided for anyone unable to submit comments in writing. Forty public comments were received, and are attached in Appendix B.

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

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

IV. AIR QUALITY CONFORMITY

The Northern Ada County Interagency Consultation Committee (ICC) approved the assumptions and methodologies employed in the development of the regional emissions analysis for the FY2015-2019 conformity demonstration on April 15, 2014. The roadway project list was also approved by the ICC on April 15, 2014. A complete listing of the ICC requirements can be found in Idaho Administrative Code (IDAPA 58.01.01.563-574).

Finding. *Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update*¹ contains motor vehicle emissions budgets for three pollutants: coarse particulate matter less than 10 microns in size (PM₁₀), nitrogen oxides (NO_x), and volatile organic compounds (VOC). Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the FY2015-2019 Regional TIP. The complete air quality conformity demonstration, *Conformity Demonstration of the FY2015-2019 Regional Transportation Improvement Program*, Report Number 12-2014, is provided under separate cover and can be found online at www.compassidaho.org/prodserv/aq-demo.htm.

V. LOCAL PLANNING ACTIVITIES

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

2014-2018 Integrated Five-Year Work Plan, ACHD, October 23, 2013.

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

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

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

Draft FY2015-2019 Integrated Five-Year Work Program, ACHD.

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

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

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

Idaho Transportation Investment Program, FY2015-2019, Public Review Draft, ITD, July 2014

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

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

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

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

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

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

Valleyconnect, approved by the VRT Board, August 2011.

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

VI. FUNDING CATEGORIES

Federal funds administered by ITD are received from FHWA, FTA, the Federal Aviation Administration, and the National Highway Traffic Safety Administration. Federal-aid projects generally require state or local matching funds of 7.34-50%, depending on the type of project.

Federal and state funding combined allows the state to preserve and improve the current transportation system. ITD displays the program of projects not by its funding source which ITD can often use flexibly, but by the asset management areas of preservation and improvement. What follows is a description of those programs. The program names or abbreviations correlate to the program names found in Table 1 and Table 10.

A. Highway Preservation Program

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

1. Bridge Preservation

This program provides for bridge deck rehabilitation and bridge repair.

2. Pavement Preservation

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

3. System Support

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

4. Traffic Operations

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

B. Highway Improvements

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

1. Bridge

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

2. Discretionary and High Priority – SAFETEA-LU and TEA-21

Congress sometimes allows funds for nation-wide competitive programs. Projects in these categories are selected by the FHWA or FTA, and are referred to as “discretionary” funds. Similarly, the Federal Lands Access Program also includes discretionary funding; however, funds are provided on a state-wide basis and selected by Western Federal Lands, a division of FHWA.

From 1998 through 2005, the U. S. Congress designated specific improvement projects (known as earmarks) under the *Transportation Equity Act of the 21st Century* (TEA-21) transportation law. The *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users* (SAFETEA-LU) transportation law was the transportation law from 2005 through 2012. These funds cannot be used for any other purpose without congressional action.

Effective on October 1, 2012, the new federal transportation law, *Moving Ahead for Progress in the 21st Century* (MAP-21) provides funding for transportation. No earmarks were allowed under MAP-21. All high priority projects shown are carried over from SAFETEA-LU or TEA-21.

3. Early Development (ED)

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

4. Expansion

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

5. Federal Lands Access Program (FLAP)

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

6. Restoration

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

7. Safety - Highway Safety Improvement Program (HSIP)

The HSIP Program uses various federal funding sources to invest in safety initiatives including sign upgrades, durable pavement markings, rumble strips, Intelligent Transportation Systems (ITS), road weather information systems (such as the 511 Program), work zone safety and behavioral safety, shoulder widening, high accident location mitigation, crash event countermeasures, safety corridor enhancements, intersection improvements, guardrail blunt end upgrades, and many other miscellaneous safety improvements.

Two other safety programs using federal aid funds invest in rail grade crossing improvements and highway intersection and guardrail improvements. Additionally, there is a small state funded rail crossing improvements program.

8. Systems Support

This program funds training and contracts with other agencies to ensure projects are developed efficiently, effectively, and meet all federal, state, engineering, and accounting requirements in a timely manner.

9. Transportation Alternatives Program (TAP)/Community Choices

The TAP is a statewide competitive program, known as "Community Choices," that invests approximately \$5.5 million in designated federal funds for eligible activities. Projects within the Boise TMA have a separate competitive process for TAP funds. Funding for the recreational trails program is an optional expense for this program.

10. Sales Tax Anticipated Revenue (STAR)

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

11. Strategic Initiatives

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

C. Local Programs

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

To help administer these funds, ITD has created unique partnerships with MPOs and LHTAC representing local agencies.

1. Bridge Local

Local Bridge program funds are for the replacement or rehabilitation of bridges at least 20 feet long and have a qualifying "sufficiency rating," generally of 50 or lower.

2. Local Participating

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

3. Local (Regionally Significant)

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

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

LHTAC assists ITD in the administration of the HSIP (Local) program for safety improvements that will make the most impact. Each year, LHTAC

staff analyzes traffic crashes and invites agencies in areas of high fatality or injury rates to apply for projects to improve safety concerns in the area.

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

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

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

The STP-TMA program funds are generally for state and local projects in urban areas of 200,000 or greater population. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. Projects in the Boise TMA are funded through the STP-TMA funds.

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

Local STP-U program funds are for projects in urban areas with populations between 5,000 and 200,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher. Urban areas with a population of 50,000 or more are entitled to form an MPO, such as COMPASS, to prioritize the allocation of STP-U dollars. COMPASS serves as the MPO for the Nampa Urbanized Area, which is eligible for these funds. Projects priorities are determined through the Urban Balancing Committee at a statewide level in areas of the designated populations.

Other Federal Transportation Funding (Other Federal)

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

Federal Transit Administration Programs

The FTA provides federal assistance funds under its various programs to transit entities. VRT, the regional public transportation authority for Ada and Canyon Counties, is the designated recipient of FTA's Section 5307 and 5339 funds for urbanized area funds. Boise Urbanized Area funds are known as "Large Urban" (LU) funds. Nampa Urbanized Area funds are known as "Small Urban" (SU) funds. Projects for rural funds are selected and managed by ITD, and are known as "Rural" (R) funds.

1. **Section 5303 (FTA 5303).** Funds from this program are for transit planning activities in the metropolitan planning areas. Funds are allocated to the state and distributed to the MPOs. In Idaho, these funds are combined with FHWA funds under the consolidated planning grants to allow multimodal planning activities.
2. **Section 5307 (FTA 5307).** These funds are allocated to the urbanized areas by statutory formula. This transit program provides federal funds for capital and operation improvement programs of transit systems. The funds could be used for planning public transportation and the development of transit services.
3. **Section 5310 (FTA 5310).** These funds provide for services and rolling stock (buses) that directly benefit transportation of the elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.

4. **Section 5311 (FTA 5311).** Funds from this program are distributed to the state for transit services targeting areas with populations of less than 50,000. Funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.
5. **Section 5339 (FTA 5339).** These program funds provide capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities. Funds may be transferred by the state to supplement urban and rural formula grant programs (5307 and 5311, respectively).

Regionally Significant Projects

The TIP and regional emissions analyses must include all regionally significant and/or federally funded projects in the nonattainment or maintenance area. Regionally significant projects are listed in *the Conformity Demonstration of the FY2014-2018 Regional Transportation Improvement Program*, Report Number 12-2014³.

40 CFR 93.101 defines a regionally significant project as:

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

VII. FINANCIAL CONSTRAINT

The TIP is a financially driven document. By federal law and guidance, financial constraint is required, meaning that the TIP can only be programmed with projects to the level for which it can reasonably be assumed there is funding. Financial constraint also has the somewhat broader implication that funding will be budgeted to improve the transportation system and to maintain and operate that system. Based on COMPASS' following analysis, funding is reasonably available for the projects contained in this document.

ITD uses the following funding assumptions for estimating available funds for highways and public transportation programs.

A. Highway Funding Assumptions

The highway funding program establishes individual funding source levels from apportionment levels provided in MAP-21 and from ITD forecasts of state funding levels. Actual funding levels are often not known until after the beginning of each fiscal year (October 1). Therefore, assumptions are made regarding future funding to allow uninterrupted development of projects. The following list of highway assumptions and guidelines is used to develop the highway funding levels shown in the TIP.

1. Federal-Aid Funding Assumptions

- a. Program funding levels for FY2015 through FY2019 are flat-lined, based on FY2014 MAP-21 apportionments. On a state-wide basis,

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

adjusting the overall program for MAP-21 apportionment levels, reduced FY2015 through FY2018 funding by approximately \$20 million per year compared to the prior program.

- b. Inflation is estimated at two percent annually.
- c. Obligation authority is assumed to be equal to 100% of estimated apportionments. Funding forecasts do not include year-end redistribution or obligation authority not used by any other states.
- d. Approximately \$25 million in highway-related federal aid in direct cost recovery is redirected annually to state highway system projects.

2. State Funding Assumptions

- a. Estimates of state funds available for capital construction take into account projected revenues, the reservation of state matching funds for federal aid, and other operational needs not shown in the ITIP.
- b. The amount of state highway funding can be impacted by legislation passed in any given year. The FY2014 Idaho State Legislature passed House Bill 547, which includes GARVEE debt service payments and state transportation programs in the distribution of funds from state cigarette taxes.
- c. An estimated \$22.2 million in state funds are available for highway capital construction in FY2015, \$16.5 million in FY2016, \$13.5 million in FY2017, \$10.9 million in FY2018, and \$4.5 million in FY2019 throughout the state.

3. GARVEE Bonding Assumptions

- a. Idaho Code allows no more than 30% of the state's federal apportionment to be used for debt service. The Idaho Legislature authorized the department to provide financing of \$857,000,000 to complete the GARVEE program.
- b. The department uses federal highway revenue to repay the bonds. GARVEE bonds are revenue bonds that do not pledge the full faith and credit of the state of Idaho. Annual debt service is \$58,800,000 (\$54,100,000 in federal funds and \$4,700,000 in state matching funds).

B. Public Transportation Funding Assumptions

The forecasted federal funding for FY2015 through FY2019 is flat-lined at MAP-21 FY2014 estimated apportionment levels, and includes carry-over funding from previous years.

- a. Carry-over funds total \$13 million for rural capital and services and \$10.8 million for urban capital and services across the state.
- b. ITD estimates statewide funding levels at \$10.9 million for rural capital and services, and \$10.6 million for urban capital and services.
- c. Federal planning statewide forecasts are \$541,300 annual for metropolitan and statewide planning (\$426,000 for MPO planning and \$114,500 for statewide planning).
- d. Dedicated state funds of \$312,000 are available for vehicle replacement needs across the state.

Financial Status of ITD Projects

The FY2015-2019 ITIP provides financial data and financial constraint for ITD projects.

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

ITD's appropriations chart (see Figure 3) is updated annually and provided to the Idaho Legislature. It diagrams the various sources of funds and their distribution both to the state and to local governments. The chart outlines ITD's legislatively approved budget for FY2015.

The ITIP outlines the department's transportation revenue and expenditures for capital improvement and preservation projects from FY2015 through FY2019. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety that will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes references to projects found in Idaho's five metropolitan planning organization's TIPs.

ITD's budget policy section estimates revenues into the state Highway Distribution Account based on past performance and future economic and use factors. The "Available Funding with Match vs. Programmed Projects" amounts in Table 1 include the match and federal funds estimated to be available to programmed projects.

Figure 3: Idaho Transportation Department FY2015 Appropriations

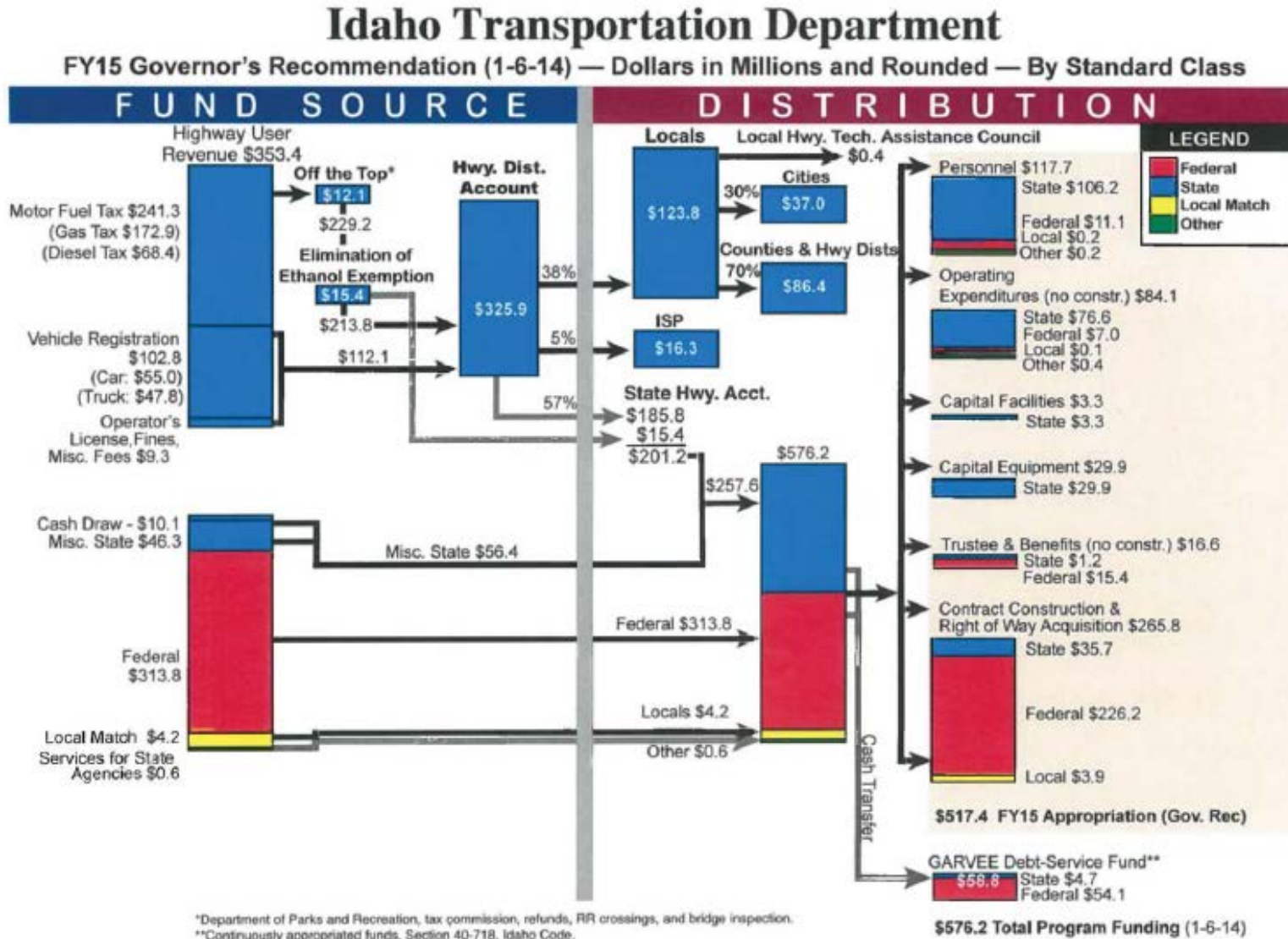


Table 1: Available Funding* with Match vs. Programmed Projects (June 25, 2014)
DRAFT FY2015-2019 Idaho Transportation Investment Program
Estimates of Obligation Authority/Apportionments/Allocations in \$000s with Match (Year-of-Expenditure Dollars)
This table will be updated as more up-to-date information is available

Program Name	Statewide Transportation Improvement Program (ITIP)										Prel. Dev. & Set-Asides	
	FY2015*		FY2016*		FY2017*		FY2018*		FY2019*			
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program		
Pavement Preservation ¹	28,112	27,570	31,538	38,308	40,157	43,418	39,371	49,321	21,954	41,868	-	-
Restoration	65,420	65,691	44,192	40,195	64,705	68,830	60,050	48,334	59,858	51,373	-	-
SHS Pavements	93,532	93,261	75,730	78,503	104,862	107,248	99,420	97,654	81,812	93,424	-	-
Bridge Preservation ¹	11,810	8,373	11,229	10,806	10,431	10,549	10,719	12,850	17,611	15,056	-	-
Bridge Restoration	65,537	70,336	49,651	39,796	43,401	47,426	51,318	51,105	65,037	67,560	-	-
SHS Bridges	77,347	78,709	60,880	50,602	53,832	57,974	62,037	63,955	82,648	82,616	-	-
SHS Core	170,879	171,970	136,610	129,105	158,694	165,222	161,457	161,609	164,460	175,857	-	-
Strategic Initiatives	30,169	20,875	59,428	68,170	35,074	42,060	29,617	30,759	21,594	21,161	-	-
System Support	2,704	3,143	2,702	3,135	2,702	3,141	2,702	3,141	2,702	3,048	-	-
Early Development	552	852	547	702	202	502	150	400	-	-	120,000	72,375
Formula Debt Service + Fees & Interest ²	58,900	58,900	58,900	58,900	58,900	58,900	58,900	58,900	58,900	58,900	-	-
State Rail	250	305	250	262	250	30	250	30	250	-	-	-
State Board Unallocated	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	-	-
Other	67,406	68,200	67,399	67,999	67,054	67,573	67,002	67,471	66,852	66,948	120,000	72,375
Systems Planning	2,161	3,031	1,921	2,492	1,594	2,262	1,193	1,259	-	1,318	-	-
Metropolitan Planning (MPOs)	1,660	1,659	1,782	1,659	1,782	1,659	1,782	1,659	1,782	1,659	-	-
State Planning and Research	6,155	6,082	6,586	6,082	6,586	6,082	6,586	6,082	6,586	6,082	-	-
Hwy Planning	9,976	10,772	10,289	10,233	9,962	10,003	9,561	9,000	8,368	9,059	-	-
Community Choices ³	4,482	4,332	4,482	4,568	4,482	4,424	3,628	3,628	3,628	3,628	-	-
CMAQ	-	177	-	109	-	-	-	-	-	-	-	-
Recreational Trails	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	-	-
Hwy Statewide Competitive	6,328	6,355	6,328	6,523	6,328	6,270	5,474	5,474	5,474	5,474	-	-
STP - Local Urban	8,275	8,352	8,275	8,582	8,275	8,544	8,275	8,310	8,275	7,900	33,122	32,552
STP - Transportation Mgt. Area	8,832	9,017	8,832	9,173	8,832	8,699	8,832	8,699	8,832	8,855	18,016	17,026
STP - Local Rural	12,207	12,572	12,207	14,523	12,207	13,394	12,207	7,509	12,207	9,364	24,901	21,833
TAP - Transportation Mgt. Area	456	468	447	340	438	481	430	948	421	315	843	436
Bridge, Local	5,447	4,683	5,447	4,936	5,447	4,072	5,447	5,650	5,447	4,637	11,112	15,433
Bridge, Off System	4,085	4,484	4,085	2,599	4,085	4,008	4,085	8,413	4,085	7,893	8,333	6,021
Hwy Local	39,302	39,576	39,294	40,153	39,285	39,197	39,277	39,433	39,267	38,964	96,328	93,300
Hwy Federal Formula & State Funds	324,060	317,748	319,347	322,183	316,397	330,325	312,388	313,746	306,015	317,464	216,328	165,675
High Priority (SAFETEA-LU)	-	-	5,035	5,035	-	-	-	-	-	-	-	-
High Priority (TEA-21)	-	-	25,395	25,395	-	-	-	-	-	-	-	-
Discretionary Earmarks (carried over)	675	675	490	490	-	-	-	-	-	-	-	-
Federal Lands Access	13,898	12,353	13,898	23,517	13,898	2,018	13,898	560	13,898	-	13,898	869
Indian Reservation Roads	847	847	816	816	877	877	-	-	-	-	-	-
Other Federal Non-Formula	480	480	480	480	480	480	480	480	480	480	-	-
Hwy Other Federal Programs	15,900	14,355	46,114	55,733	15,255	3,375	14,378	1,040	14,378	480	13,898	869
Federal Non-Participating	1,661	1,661	-	-	-	-	-	-	-	-	2,154	2,154
Local/Private Partnership	12,508	12,508	388	388	10	10	297	297	11,000	11,000	1,363	1,363
Hwy Other State Programs	14,169	14,169	388	388	10	10	297	297	11,000	11,000	3,517	3,517
Highways Total	354,129	346,272	365,849	378,304	331,662	333,710	327,063	315,083	331,393	328,944	233,743	170,061
Capital	9,189	8,867	6,070	5,925	6,070	6,646	6,070	4,176	6,070	4,148	-	-
Operations	14,611	14,098	16,283	13,563	16,283	13,654	16,283	4,000	16,283	2,695	-	-
Public Transit Total (FA Only)	23,800	22,965	22,353	19,488	22,353	20,300	22,353	8,176	22,353	6,843	-	-
New Airport Facilities	33,997	33,997	44,869	44,869	38,618	38,618	35,650	35,650	25,928	25,928	-	-
Airport Facility Maintenance	29,917	29,917	21,968	21,968	17,757	17,757	19,620	19,620	9,761	9,761	-	-
Airport Planning	1,783	1,783	1,940	1,940	1,911	1,911	691	691	111	111	-	-
Aviation System Planning	278	278	278	278	278	278	278	278	278	278	-	-
Aeronautics Total	65,975	65,975	69,055	69,055	58,564	58,564	56,239	56,239	36,078	36,078	-	-
Grand Total	443,904	435,212	457,257	466,847	412,579	412,574	405,655	379,498	389,824	371,865	233,743	170,061

*Available estimates are to be used for planning purposes only. FFY14 is last year of MAP-21 transportation act. Out-years assume FY 2014 actual funding levels.

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

¹Buying power preserved for 2-5% inflation.

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

³Available dollars increased assuming 25% local match rather than required minimum of 7.34%

Financial Status of Project Sponsoring Entities. ACHD projects are derived from the agency's annual Integrated Five-Year Work Program⁴ (IFYWP), a capital improvement program. The IFYWP is a fiscally-constrained program, which means anticipated costs for individual projects and programs match the projected revenues of the highway district within a designated margin. The ACHD budget history is provided in Table 2. Each year, ACHD staff develops revenue projections for the program. These projections are based on anticipated growth in ACHD's various revenue sources, which include property taxes, vehicle registration fees, Highway Distribution Account (gas tax), state sales tax, and impact fees. The total revenue projection is then divided into two subcategories – Maintenance and Operations and Capital Projects. The amount identified for Capital Projects serves as the amount available for the IFYWP and matches the revenue column in Table 3. No interruption of revenue is currently anticipated for ACHD. Furthermore, the agency regularly adjusts its expenditure levels according to its anticipated revenue.

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2008	\$6,637,892	\$78,760,717	\$71,839,426	\$6,921,291	\$13,559,183	\$3,763,173	\$9,429,417
2009	\$13,559,183	\$70,251,141	\$66,405,221	\$3,845,920	\$17,405,103	\$4,147,278	\$13,187,679
2010	\$17,405,103	\$74,481,012	\$65,167,931	\$9,313,081	\$26,718,184	\$6,503,198	\$3,276,737
2011	\$26,204,360	\$80,686,381	\$76,593,567	\$4,092,814	\$4,840,822	\$4,840,822	\$0
2012	\$0	\$82,169,639	\$82,781,051	-\$611,412	\$0	\$0	\$0
2013	\$0	\$87,326,318	\$89,607,676	-\$2,281,358	\$0	\$0	\$0

Source: Local Government Street/Road Finance Reports, 2007-2013.

Year	Programmed	Revenue	Reimbursements	Total Revenue	Difference
2014					
2015	\$45,330,000	\$45,060,000	\$8,150,000	\$53,210,000	\$7,880,000
2016	\$35,090,000	\$35,700,000	\$1,370,000	\$37,070,000	\$1,980,000
2017	\$38,330,000	\$35,130,000	\$790,000	\$35,920,000	-\$2,410,000
2018	\$39,050,000	\$36,840,000	\$390,000	\$37,230,000	-\$1,820,000
2019	\$41,670,000	\$38,580,000	\$390,000	\$38,970,000	-\$2,700,000
PD*	\$108,030,000	\$82,590,000	\$840,000	\$83,430,000	-\$24,600,000
Total	\$307,500,000	\$273,900,000	\$11,930,000	\$285,830,000	-\$21,670,000

Source: Ada County Highway District Five Year Work Plan Summary FY2015-2019 (August 2014 draft)

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

The mayors, city councils, and commissioners of the cities and highway districts in Canyon County sponsor projects programmed in this document. The required local shares of these projects are covered as part of the agencies' annual budgets. All of these sponsors are on a solid financial standing and are committed to providing the required local match. Several agencies normally obligate all or part their closing fund balance for future projects or operations expenses. Tables 4 - 7 provide historical and

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

projected financial statistics for the urban and rural portions⁵ of Canyon County as a summary. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2008	\$8,010,126	\$21,601,909	\$19,606,412	\$1,995,497	\$10,005,623	\$5,738,906	\$1,176,148
2009	\$18,955,382	\$21,763,722	\$20,696,792	\$1,066,930	\$20,022,312	\$9,650,063	\$9,346,793
2010	\$18,833,330	\$26,169,613	\$26,169,613	-\$1,117,206	\$17,716,124	\$9,615,929	\$6,328,975
2011	\$8,308,158	\$25,794,364	\$23,759,298	\$2,035,066	\$9,883,400	\$8,377,714	\$1,429,269
2012	\$9,748,757	\$25,622,371	\$26,393,114	-\$770,744	\$8,979,554	\$4,131,177	\$4,847,777
2013	\$8,126,619	\$26,915,087	\$28,756,986	-\$1,841,899	\$6,290,723	\$3,977,418	\$2,313,308

Source: Local Government Street/Road Finance Reports, 2007-2013.

Year	Total Income	Disbursements	Receipts over Disbursements
2014	\$28,351,809	\$27,944,179	\$407,629
2015	\$29,865,223	\$29,435,834	\$429,389
2016	\$31,459,422	\$31,007,113	\$452,309
2017	\$33,138,720	\$32,662,266	\$476,453
2018	\$34,907,658	\$34,405,771	\$501,886

Source: Extrapolated from Local Jurisdiction Financial Report Summary, 2008-2013, using a 5-year average in year-over-year changes in total income and average income-disbursement ratio.

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

Source: Local Government Street/Road Finance Reports, 2008-2013.

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

Year	Total Income	Disbursements	Receipts over Disbursements
2014	\$4,194,436	\$4,437,353	-242,917
2015	\$4,258,543	\$4,505,172	-246,629
2016	\$4,323,629	\$4,574,027	-250,399
2017	\$4,389,709	\$4,643,935	-254,226
2018	\$4,456,800	\$4,714,911	-258,111

Source: Extrapolated from Local Government Street/Road Finance Reports, 2008-2013, using a 5-year average in year-over-year changes in total income and average income-disbursement ratio.

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

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

Financial Status of VRT Projects. VRT, the regional transit authority, is the main recipient of FTA funds in the Treasure Valley, specifically under the Section 5307 (urban area) and 5339 Programs. Local governments in the Treasure Valley are committed to supporting VRT and its transit system improvement programs. The City of Boise provides the greatest share of local government funding for VRT.

Year	Beginning Balance	Total Income	Disbursements	Closing Fund Balance
2008	\$1,661,037	\$10,519,714	\$10,677,306	\$1,503,445
2009	\$1,503,445	\$10,592,700	\$10,678,285	\$1,417,861
2010	\$1,417,861	\$13,414,818	\$12,005,258	\$2,827,421
2011	\$2,827,421	\$11,527,863	\$11,494,884	\$2,860,400
2012	\$2,860,400	\$21,690,241	\$11,802,650	\$5,722,322
2013	\$5,722,322	\$16,682,051	\$16,159,819	\$6,244,554

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

Year	Beginning Balance	Total Income	Disbursements	Closing Fund Balance
2014	\$6,244,554	\$11,253,093	\$12,785,982	\$1,532,889
2015	\$1,532,889	\$11,447,522	\$12,969,389	\$1,521,867
2016	\$1,521,867	\$11,662,225	\$13,231,203	\$1,568,977
2017	\$1,568,977	\$11,901,819	\$13,477,773	\$1,575,953
2018	\$1,575,953	\$12,252,874	\$13,834,398	\$1,581,524
2019	\$1,581,524	\$12,614,460	\$14,201,722	\$1,587,262

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

General Statement of Financial Constraint. The projects programmed in this document can reasonably be funded through anticipated funding sources. Table 10 demonstrates available funding versus programmed funding for all funding sources available in the COMPASS area. Projection of local revenues is based on assumptions of

continued development and economic activities in the area. In light of these facts, it is concluded that the sponsoring agencies listed in this document are capable of providing the required local match and that the document meets the requirement of financial constraint.

Table 10. COMPASS Region Available vs. Programmed Funding

(All amounts in thousands, most including local match)(Shown in year of expenditure - inflated)

Funding Source	2015		2016		2017		2018		2019		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Bridge	11,784	11,784	6,723	6,723	13,931	13,931	8,787	8,787	606	606	-	-
Bridge (Local)	682	682	-	-	152	152	1421	1,421	-	-	7,032	7,032
Bridge Preservation	1,878	1,878	-	-	-	-	-	-	-	-	-	-
Community Choices	534	534	1,222	1,222	644	644	-	-	-	-	-	-
Early Development (ED)	252	252	252	252	102	102	-	-	-	-	-	-
FLAP	3,351	3,351	-	-	-	-	-	-	-	-	-	-
*FTA 5303	270	270	270	270	270	270	270	270	270	270	-	-
*FTA 5307 LU	3,503	3,461	3,503	3,458	3,503	3,458	3,503	3,459	3,503	3,459	-	-
*FTA 5307 SU	2,357	2,176	2,357	1,158	2,357	1,704	2,357	1,344	2,357	1,366	-	-
*FTA 5310 LU	259	241	259	229	259	229	259	229	259	229	-	-
*FTA 5310 SU	223	209	223	209	223	209	223	209	223	214	-	-
*FTA 5339 LU	375	335	375	335	375	335	375	335	375	338	-	-
*FTA 5339 SU	252	-	252	-	252	-	252	-	252	-	-	-
*FTA 5339 Rural	132	132	-	-	-	-	-	-	-	-	-	-
Highway Safety Improvement Program (HSIP)	300	300	12,676	12,676	1,970	1,970	-	-	-	-	-	-
HSIP (Local)	716	716	643	643	458	458	-	-	-	-	-	-
Local (Regionally Significant)	1,732	1,732	1,224	1,224	3,070	3,070	7,154	7,154	-	-	1,325	1,325
Local Participating	3,389	3,389	781	781	-	-	-	-	-	-	66	66
Other Federal	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	1,050	-	-
Pavement Preservation	6,256	6,256	4,024	4,024	6,042	6,042	-	-	-	-	-	-
Restoration	12,187	12,187	3,653	3,653	14,127	14,127	-	-	16,215	16,215	-	-
Safety - SAFETEA-LU Rail	250	250	-	-	-	-	-	-	-	-	-	-
State Tax Anticipated Revenue (STAR)	9,310	9,310	-	-	-	-	-	-	-	-	-	-
Strategic Initiatives	-	-	-	-	-	-	-	-	2,754	2,754	-	-
STP-R	2,634	2,634	-	-	-	-	3,021	3,021	-	-	2,020	2,020
STP-TMA	8,860	9,087	8,860	9,091	8,860	8,887	8,860	8,748	8,860	8,837	17,720	16,828
STP-U	547	547	3,390	3,390	55	55	2,880	2,880	154	154	9,766	9,766
System Support	54	54	43	43	-	-	-	-	-	-	-	-
TAP-TMA	456	468	456	464	456	374	456	458	456	403	912	630
Traffic Operations	331	331	315	315	341	341	-	-	-	-	-	-
Total	73,924	73,616	52,551	51,210	58,497	57,408	40,868	39,365	37,334	35,895	38,841	37,667

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

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

As of 10/16/14

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

VIII. PROGRAM FUNDING ALLOCATIONS

The TIP is required to provide a breakdown of federal and regionally significant projects into roadway and alternative solutions. This information is provided in Table 11.

Many projects are complex, containing various transportation elements. The following assumptions were made when developing this data:

- Roadway projects that do not include some aspect of transit, sidewalks, bicycle lanes, and/or air quality improvements are shown as 100% roadway solutions.
- Projects dedicated to transit, pathway, bicycle lanes, or sidewalk improvements are shown as 100% alternative solutions.
- Roadway projects that also have some aspect of transit, pathway, bicycle lanes, and/or sidewalks are shown as 75% roadway and 25% alternative solutions.
- Projects that affect air quality, such as ITS projects, are shown as 50% road and 50% air quality.
- Other projects that cannot be classified into one of the above categories, such as planning and safe routes to school coordination, are included as other – non-classified.

Year	Total Programmed Funds	Amount Allocated to Roadway Solutions	Amount Allocated to Alternatives Solutions	Amount Allocated to Air Quality	Amount Allocated to Other	Percent to Roadways	Percent to Alternative Solutions	Percent to Air Quality	Percent to Other
2015	77,522	56,113	18,668	118	2,624	72.38%	24.08%	0.15%	3.38%
2016	53,235	37,276	13,710	322	1,928	70.02%	25.75%	0.60%	3.62%
2017	60,242	46,907	10,978	451	1,907	77.86%	18.22%	0.75%	3.17%
2018	41,436	27,422	11,482	106	2,427	66.18%	27.71%	0.25%	5.86%
2019	38,058	25,669	10,127	50	2,212	67.45%	26.61%	0.13%	5.81%
PD	37,667	31,370	4,782	1,044	471	83.28%	12.70%	2.77%	1.25%
Total	308,160	224,757	69,746	2,089	11,569	72.94%	22.63%	0.68%	3.75%

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

Updated 10/16/14

APPENDIX A
LIST OF PROJECTS

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

FY 2015-2019 Regional Transportation Improvement Program



Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars

I-84 Pavement Striping – FY2014

Key # : 12342

Inflated

Performance Measures:

Requesting Agency: ITD

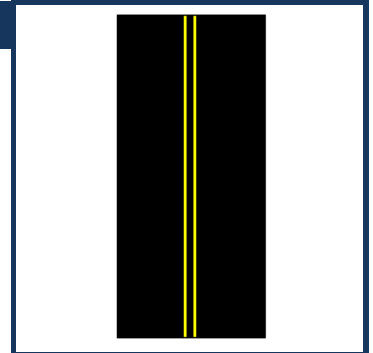
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$61)

Total Cost (Previous + Programmed):

Project Description: Restripe I-84 corridor. Total cost \$280,000 (59% in Ada County and 41% in Elmore County). (Federal = -\$60,505)



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

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

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0		
2016	-1	0	0	0	-4	-56	-61		
2017	0	0	0	0	0	0	0		
2018	0	0	0	0	0	0	0		
2019	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0		
Fund Totals:	(\$1)	\$0	\$0	\$0	(\$4)	(\$56)	(\$61)		

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

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

10th Avenue Bridge, Caldwell

Key #: 13055

Inflated

Performance Measures:

Requesting Agency: City of Caldwell

Project Year: 2018

Total Previous Expenditures: \$382

Total Programmed Cost: \$1,421

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

Project Description: Replace bridge on 10th Avenue over Indian Creek in Caldwell.



Funding Source : Bridge (Local)

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	236	1,185	1,421	1,317	104
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$236	\$1,185	\$1,421	\$1,317	\$104

10th Avenue ITS and Overlay, Caldwell

Key #: 13905

Inflated

Performance Measures:

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,416

Total Cost (Previous + Programmed): \$1,416

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



Funding Source : STP-U

Local Match : 7.34%

Funding Allocation : 50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	5	206	0	0	0	0	211	196	16
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	157	1,048	1,205	1,116	88
Fund Totals:	\$5	\$206	\$0	\$0	\$157	\$1,048	\$1,416	\$1,312	\$104

16th Avenue Signal Project, Nampa

Key #: 13958

Inflated

Performance Measures:

Requesting Agency: City of Nampa

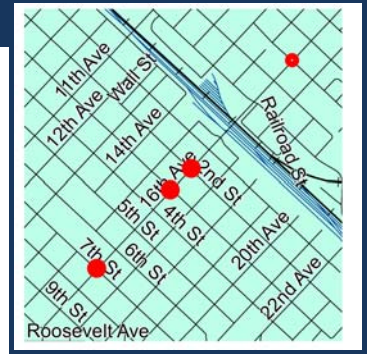
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$261

Total Cost (Previous + Programmed): \$261

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



Funding Source : HSIP (Local)

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	1	38	0	0	29	193	261	242	19
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1	\$38	\$0	\$0	\$29	\$193	\$261	\$242	\$19

21st Avenue, Chicago Street to Cleveland Boulevard, Caldwell

Key #: 13052

Inflated

Performance Measures:

Requesting Agency: City of Caldwell

Project Year: 2016

Total Previous Expenditures: \$325

Total Programmed Cost: \$2,448

Total Cost (Previous + Programmed): \$2,773

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



Funding Source : STP-U

Local Match : 7.34%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	102	0	0	0	102	95	7
2016	0	0	0	0	306	2,040	2,346	2,174	172
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$102	\$0	\$306	\$2,040	\$2,448	\$2,268	\$180

ACHD Overlays, Arterials and Collectors - FY2014

Key #: 12050 Inflated Performance Measures:

Requesting Agency: ACHD
 Project Year: 2014
 Total Previous Expenditures: \$266
 Total Programmed Cost: \$0
 Total Cost (Previous + Programmed): \$266
 Project Description: Supplement the local overlay program.



Federal Aid Overlay
 Arterials and Collectors

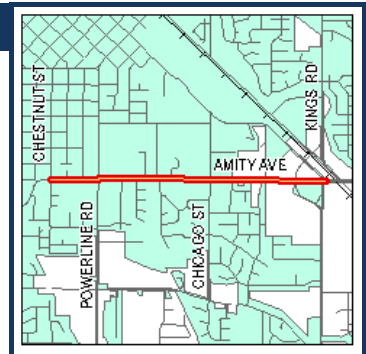
Funding Source : STP-TMA Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	50	-50	0	0	0
2016	0	0	0	0	20	-20	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$70	(\$70)	\$0	\$0	\$0

Amity Road, Chestnut Street to Kings Corner

Key #: 10541 Inflated Performance Measures:

Requesting Agency: City of Nampa
 Project Year: 2015
 Total Previous Expenditures: \$3,979
 Total Programmed Cost: \$338
 Total Cost (Previous + Programmed): \$4,317
 Project Description: Widen from four (4) to five (5) lanes urban section.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	3	1	0	0	0	334	338	313	25
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$3	\$1	\$0	\$0	\$0	\$334	\$338	\$313	\$25

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

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

Bogus Basin Road Improvements, ACHD

Key #: 14361

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures: \$20

Total Programmed Cost: \$402

Total Cost (Previous + Programmed): \$422

Project Description: This project will make improvements on Bogus Basin Road. This is a Federal Land Access Program (FLAP) project managed by Western Federal Lands. The bulk of funding was available in FY2014.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	39	0	0	0	163	200	402	372	30
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$39	\$0	\$0	\$0	\$163	\$200	\$402	\$372	\$30

Bowmont Road, Lynwood to SH-45, south of Nampa

Key #: 12898

Inflated

Performance Measures:

Requesting Agency: Nampa HD

Project Year: 2015

Total Previous Expenditures: \$809

Total Programmed Cost: \$2,270

Total Cost (Previous + Programmed): \$3,079

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	350	1,920	2,270	2,103	167
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$350	\$1,920	\$2,270	\$2,103	\$167

Capital Maintenance, ACHD - FY2015

Key #: 12363

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures: \$385

Total Programmed Cost: \$4,116

Total Cost (Previous + Programmed): \$4,501

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	642	4,769	5,411	5,014	397
2016	0	0	0	0	0	-1,295	-1,295	-1,200	-95
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$642	\$3,474	\$4,116	\$3,814	\$302

Capital Maintenance, ACHD - FY2016

Key #: 13907

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$120

Total Programmed Cost: \$648

Total Cost (Previous + Programmed): \$768

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	56	592	648	600	48
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$56	\$592	\$648	\$600	\$48

Capital Maintenance, ACHD - FY2017

Key #: 13479

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,124

Total Cost (Previous + Programmed): \$7,124

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	10	617	0	0	0	0	627	581	46
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	844	5,654	6,497	6,020	477
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$617	\$0	\$0	\$844	\$5,654	\$7,124	\$6,601	\$523

Capital Maintenance, ACHD - FY2018

Key #: 12369

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$0

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Capital Maintenance, ACHD - FY2019

Key #: 13903

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,921

Total Cost (Previous + Programmed): \$5,921

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	21	505	0	0	0	0	525	487	39
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	810	4,586	5,396	5,000	396
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$21	\$505	\$0	\$0	\$810	\$4,586	\$5,921	\$5,487	\$435

Capital Maintenance, ACHD - FY2020

Key #: 18728

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,892

Total Cost (Previous + Programmed): \$6,892

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	21	430	0	0	0	0	451	418	33
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	841	5,600	6,441	5,968	473
Fund Totals:	\$21	\$430	\$0	\$0	\$841	\$5,600	\$6,892	\$6,386	\$506

Capital Maintenance, ACHD - FY2021

Key #: 18701

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,901

Total Cost (Previous + Programmed): \$6,901

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	22	438	0	0	0	0	460	426	34
PD	0	0	0	0	841	5,600	6,441	5,968	473
Fund Totals:	\$22	\$438	\$0	\$0	\$841	\$5,600	\$6,901	\$6,395	\$507

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

Key #: 18847

Inflated

Performance Measures:

Requesting Agency: COMPASS

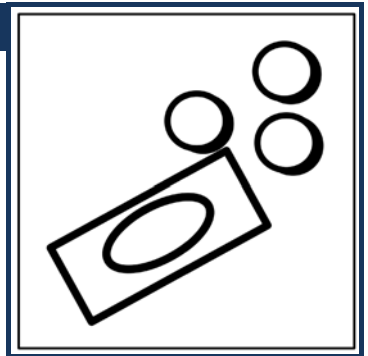
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,239

Total Cost (Previous + Programmed): \$1,239

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	1,239	1,239	1,148	91
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,239	\$1,239	\$1,148	\$91

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

Key #: 19057

Inflated

Performance Measures:

Requesting Agency: COMPASS

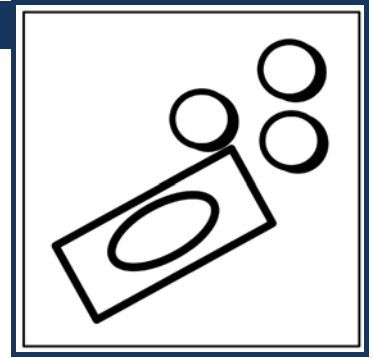
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,264

Total Cost (Previous + Programmed): \$1,264

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	1,264	1,264	1,171	93
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,264	\$1,264	\$1,171	\$93

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

Key #: 18905

Inflated

Performance Measures:

Requesting Agency: COMPASS

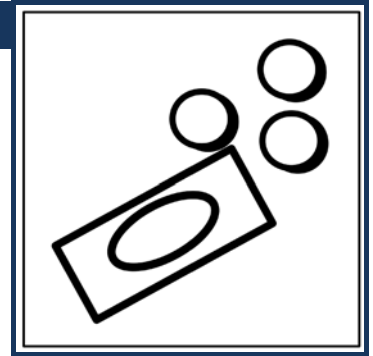
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,264

Total Cost (Previous + Programmed): \$1,264

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	1,264	1,264	1,171	93
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,264	\$1,264	\$1,171	\$93

Capital Maintenance, VRT, Boise - FY2014

Key #: 13480

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,085

Total Cost (Previous + Programmed): \$1,085

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



Funding Source : FTA 5307 LU

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1,085	1,085	1,006	80
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,085	\$1,085	\$1,006	\$80

Capital Maintenance, VRT, Boise - FY2015

Key #: 13510

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$612

Total Cost (Previous + Programmed): \$612

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	612	612	567	45
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$612	\$612	\$567	\$45

Capital Maintenance, VRT, Boise - FY2016

Key #: 13511

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$734

Total Cost (Previous + Programmed): \$734

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	734	734	680	54
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$734	\$734	\$680	\$54

Capital Maintenance, VRT, Boise - FY2017

Key #: 13902

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$816

Total Cost (Previous + Programmed): \$816

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	816	816	756	60
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$816	\$816	\$756	\$60

Capital Maintenance, VRT, Boise - FY2018

Key #: 13482

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$53

Total Cost (Previous + Programmed): \$53

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	53	53	49	4
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$53	\$53	\$49	\$4

Capital Maintenance, VRT, Nampa - PD

Key #: 13906

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$166

Total Cost (Previous + Programmed): \$166

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



Funding Source : STP-U

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	166	166	153	12
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$166	\$166	\$153	\$12

Capital Vehicle Purchase, VRT, Nampa - FY2015

Key #: 12364

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$989

Total Cost (Previous + Programmed): \$989

Project Description: Provide up to six replacement vehicles in the Nampa Urbanized Area. Project includes technical items, such as electronic fare boxes.



Funding Source : STP-U

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	989	989	917	73
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$989	\$989	\$917	\$73

Centennial Way Roundabout, Caldwell

Key #: 13484

Inflated

Performance Measures:

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$285

Total Programmed Cost: \$2,628

Total Cost (Previous + Programmed): \$2,913

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



Funding Source : STP-U

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	210	0	320	2,098	2,628	2,435	193
Fund Totals:	\$0	\$0	\$210	\$0	\$320	\$2,098	\$2,628	\$2,435	\$193

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

Key #: 18717

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$532

Total Cost (Previous + Programmed): \$532

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	4	70	0	0	0	0	74	69	5
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	78	380	458	424	34
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$4	\$70	\$0	\$0	\$78	\$380	\$532	\$493	\$39

Cole Road, I-84 to Franklin Road, Boise

Key #: RD207-16

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,041

Total Cost (Previous + Programmed): \$5,041

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	7	0	0	0	7	0	7
2016	0	0	1,224	0	0	0	1,224	0	1,224
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	45	0	2,441	2,485	0	2,485
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	1,325	1,325	0	1,325
Fund Totals:	\$0	\$0	\$1,231	\$45	\$0	\$3,766	\$5,041	\$0	\$5,041

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

Key #: 19685

Inflated

Performance Measures:

Requesting Agency: ACHD

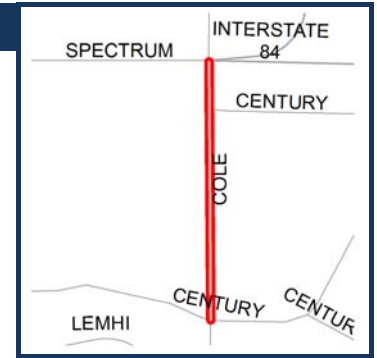
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$247

Total Cost (Previous + Programmed): \$247

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	10	50	0	0	0	0	60	56	4
2017	0	0	0	0	31	156	187	173	14
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$50	\$0	\$0	\$31	\$156	\$247	\$229	\$18

Colorado Avenue and Holly Street Signal and Pedestrian Improvements, Nampa

Key #: 13486

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Expenditures: \$45

Total Programmed Cost: \$862

Total Cost (Previous + Programmed): \$907

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	99	651	751	696	55
Fund Totals:	\$0	\$0	\$0	\$0	\$99	\$651	\$751	\$696	\$55

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	45	0	0	0	0	45	0	45
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	66	0	0	66	0	66
Fund Totals:	\$0	\$45	\$0	\$66	\$0	\$0	\$111	\$0	\$111

Farmway Road and Extension 44 Road Rehabilitation, Canyon County

Key #: 13054

Inflated

Performance Measures:

Requesting Agency: Notus-Parma HD

Project Year: 2018

Total Previous Expenditures: \$448

Total Programmed Cost: \$3,021

Total Cost (Previous + Programmed): \$3,469

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



Funding Source : STP-R

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	503	2,518	3,021	2,799	222
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$503	\$2,518	\$3,021	\$2,799	\$222

Federal Aid Overlay Arterials and Collectors – FY2013

Key # : 11581

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: (\$78)

Total Cost (Previous + Programmed):

Project Description: Supplement the local overlay program.



Federal Aid Overlay
Arterials and Collectors

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	189	189	175	14
2016	0	0	0	0	0	-5	-5	-5	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$184	\$184	\$170	\$14

Funding Source : Non-Participating (Local) Local Match : 7.34% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	-189	-189	-175	-14
2016	0	0	0	0	0	-73	-73	-68	-5
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$262)	(\$262)	(\$243)	(\$19)

Five Mile Road, Franklin Road to Fairview Avenue, ACHD

Key #: 11582

Inflated

Performance Measures:

Requesting Agency: ACHD

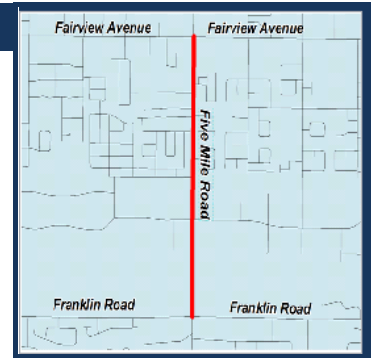
Project Year: 2015

Total Previous Expenditures: \$9,309

Total Programmed Cost: \$505

Total Cost (Previous + Programmed): \$9,814

Project Description: Project includes construction work on Five Mile Road, not including the Fairview intersection. Widen to 5-lane section with shoulder, sidewalk, and railroad crossing improvements.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	6	6	0	6
2016	0	0	-87	0	87	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$87)	\$0	\$87	\$6	\$6	\$0	\$6

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	2	-1	138	-20	73	307	499	462	37
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$2	(\$1)	\$138	(\$20)	\$73	\$307	\$499	\$462	\$37

Franklin Road and Cloverdale Road Intersection

Key #: 08698

Inflated

Performance Measures:

Requesting Agency: ACHD

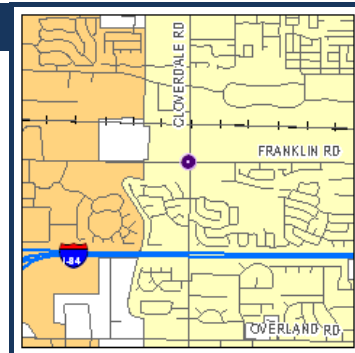
Project Year: 2015

Total Previous Expenditures: \$3,769

Total Programmed Cost: (\$534)

Total Cost (Previous + Programmed): \$3,235

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	-138	-10	-127	-43	-216	-534	-495	-39
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$138)	(\$10)	(\$127)	(\$43)	(\$216)	(\$534)	(\$495)	(\$39)

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

Key #: 12368

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$4,065

Total Programmed Cost: \$7,008

Total Cost (Previous + Programmed): \$11,073

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	-485	224	653	6,616	7,008	6,494	514
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$485)	\$224	\$653	\$6,616	\$7,008	\$6,494	\$514

Franklin Road, Touchmark Way to Five Mile Road

Key #: 12062

Inflated

Performance Measures:

Requesting Agency: ACHD

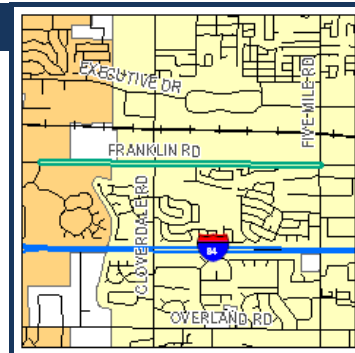
Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: \$2

Total Cost (Previous + Programmed):

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



Funding Source : STP-TMA

Local Match : 73.40%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	2	0	2	1	1
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$2	\$0	\$2	\$1	\$1

Greenhurst Road Signals, Nampa

Key #: 13959

Inflated

Performance Measures:

Requesting Agency: City of Nampa

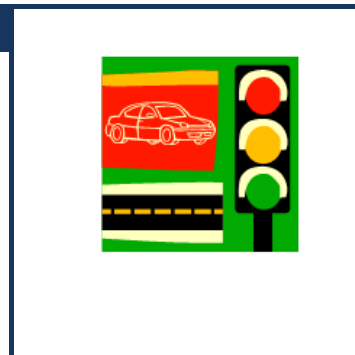
Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$398

Total Cost (Previous + Programmed): \$398

Project Description: Install crash reduction signalization countermeasures at three successive intersections along East Greenhurst Road.



Funding Source : HSIP (Local)

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	1	58	0	0	0	0	59	55	4
2016	0	0	0	0	0	339	339	314	25
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1	\$58	\$0	\$0	\$0	\$339	\$398	\$369	\$29

High Accident Warning Signs, Canyon Highway District

Key # : 13956

Inflated

Performance Measures:

Requesting Agency: Canyon HD

Project Year: 2015

Total Previous Expenditures: \$35

Total Programmed Cost: \$130

Total Cost (Previous + Programmed): \$165

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



Funding Source : HSIP (Local)

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	22	108	130	120	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$22	\$108	\$130	\$120	\$10

I-84, Bridge Repair, Boise

Key # : 13035

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$95

Total Programmed Cost: \$1,878

Total Cost (Previous + Programmed): \$1,973

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



Funding Source : Bridge Preservation

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	245	1,633	1,878	1,740	138
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$245	\$1,633	\$1,878	\$1,740	\$138

I-84, Eisenman Interchange to Indian Creek Bridge Eastbound

Key #: 12352

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$374)

Total Cost (Previous + Programmed):

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



Funding Source : Restoration **Local Match : 8.00%** **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	-163	-168	-331	-305	-26
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$163)	(\$168)	(\$331)	(\$305)	(\$26)

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	-28	-15	0	0	0	0	-43	0	-43
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$28)	(\$15)	\$0	\$0	\$0	\$0	(\$43)	\$0	(\$43)

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

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

I-84, Eisenman Interchange to Indian Creek Bridge Westbound

Key #: 12353

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$62)

Total Cost (Previous + Programmed):

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	-1	-3	0	0	-9	-4	-17	-16	-1
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$1)	(\$3)	\$0	\$0	(\$9)	(\$4)	(\$17)	(\$16)	(\$1)

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	-45	0	0	0	0	0	-45	0	-45
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$45)	\$0	\$0	\$0	\$0	\$0	(\$45)	\$0	(\$45)

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

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

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

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

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

Key #: 13934

Inflated

Performance Measures:

Requesting Agency: ITD

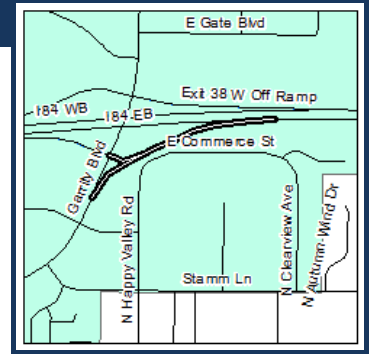
Project Year: 2016

Total Previous Expenditures: \$221

Total Programmed Cost: \$729

Total Cost (Previous + Programmed): \$950

Project Description: The project will add additional lanes to the I-84 Eastbound on ramp from Garry Boulevard in Nampa. One lane will be added from Northbound Garry and two dual left turn lanes from Southbound Garry resulting in a total of 4 lanes on the ramp. The two outside lanes will merge at staggered locations along the ramp resulting in no change to the number of lanes (2) currently entering the interstate. These improvements will address the congestion and safety concerns currently at the interchange.



Funding Source : Restoration (ST2) Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	110	619	729	0	729
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$110	\$619	\$729	\$0	\$729

I-84, Karcher Interchange Modification Study, Nampa

Key #: **NEW**

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year:

Total Previous Expenditures: \$0

Total Programmed Cost: \$99

Total Cost (Previous + Programmed): \$99

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



Funding Source : Local Match : Funding Allocation : Other - Not Classified

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

Funding Source : Local (Regionally Significant) Local Match : 100.00% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	99	0	0	0	0	99	0	99
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$99	\$0	\$0	\$0	\$0	\$99	\$0	\$99

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

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

I-84, Meridian Road Interchange, Meridian

Key #: 10939

Inflated

Performance Measures:

Requesting Agency: ITD

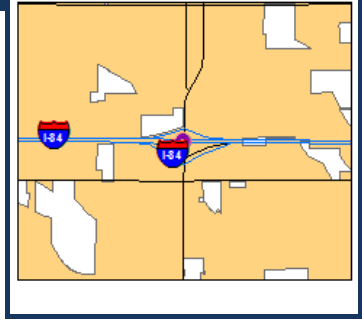
Project Year: 2016

Total Previous Expenditures: \$7,830

Total Programmed Cost: (\$409)

Total Cost (Previous + Programmed): \$7,421

Project Description: Redesign and rebuild interchange.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	9	9	0	9
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$9	\$9	\$0	\$9

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	-184	-235	-418	-386	-32
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$184)	(\$235)	(\$418)	(\$386)	(\$32)

I-84, Pavement Striping - FY2015

Key #: 12343

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$7

Total Programmed Cost: \$331

Total Cost (Previous + Programmed): \$338

Project Description: Restripe I-84 corridor. Total cost \$282,000 (59% in Ada County and 41% in Elmore County).



Funding Source : Traffic Operations

Local Match : 0.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	37	294	331	331	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$37	\$294	\$331	\$331	\$0

I-84, Pavement Striping - FY2016

Key #: 13023

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$5

Total Programmed Cost: \$315

Total Cost (Previous + Programmed): \$320

Project Description: Restripe state highways in District 3. Total costs = \$309,000.00 (26% Ada County, 19% Canyon County, 41% Elmore County, 14% Payette County).



Funding Source : Traffic Operations

Local Match : 0.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	22	293	315	315	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$22	\$293	\$315	\$315	\$0

I-84, Pavement Striping – FY2017

Key # : 13464

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$20

Total Programmed Cost: \$341

Total Cost (Previous + Programmed): \$361

Project Description: Pavement striping on the I-84 corridor. Project total: \$348,000 (19% Ada County, 27% Canyon County, 14% Elmore County, 40% Payette County).



Funding Source : Traffic Operations

Local Match : 0.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	23	318	341	341	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$23	\$318	\$341	\$341	\$0

I-84, Pavement Striping - FY2019

Key # : 18818

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$360

Total Cost (Previous + Programmed): \$360

Project Description: Restripe I-84 corridor.



Funding Source : Restoration

Local Match : 0.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	15	0	0	0	0	0	15	15	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	15	330	345	345	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$15	\$0	\$0	\$0	\$15	\$330	\$360	\$360	\$0

I-84, Ramp Pavement Improvements - FY2015

Key #: 13936

Inflated

Performance Measures:

Requesting Agency: ITD

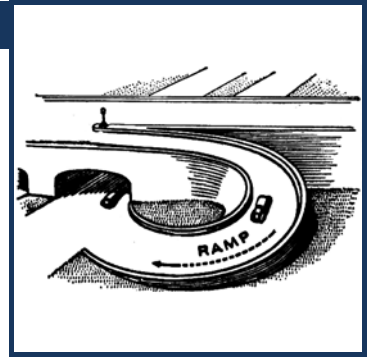
Project Year: 2016

Total Previous Expenditures: \$75

Total Programmed Cost: \$1,396

Total Cost (Previous + Programmed): \$1,471

Project Description: Provides for pavement rehabilitation on various ramps on I-84. Total project cost = \$1,067,000 (27% Ada County, 19% Canyon County, 40% Elmore County, 14% Payette County).



Funding Source : Restoration (ST2)

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	208	1,188	1,396	0	1,396
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$208	\$1,188	\$1,396	\$0	\$1,396

I-84, Ramp Pavement Improvements - FY2015

Key #: 13456

Inflated

Performance Measures:

Requesting Agency: ITD

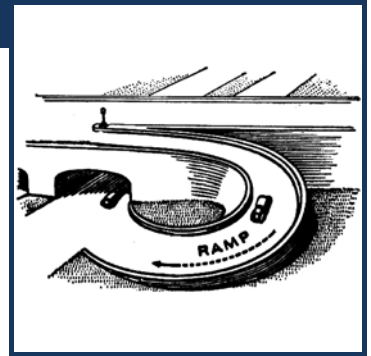
Project Year: 2015

Total Previous Expenditures: \$150

Total Programmed Cost: \$1,912

Total Cost (Previous + Programmed): \$2,062

Project Description: Pavement resurfacing. Total cost \$1,782,000 (40% in Payette County, 27% in Canyon County, 19% in Ada County and 14% in Elmore County).



Funding Source : Pavement Preservation

Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	148	1,764	1,912	1,764	148
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$148	\$1,764	\$1,912	\$1,764	\$148

I-84, Sand Hollow Interchange, Canyon County

Key #: 19047

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,861

Total Cost (Previous + Programmed): \$6,861

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



Funding Source : Bridge

Local Match : 7.73%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	200	100	0	0	0	0	300	277	23
2016	51	683	0	0	0	0	734	678	57
2017	0	0	0	0	0	5,826	5,826	5,376	450
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$251	\$783	\$0	\$0	\$0	\$5,826	\$6,861	\$6,330	\$530

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

Key #: 19602

Inflated

Performance Measures:

Requesting Agency: ITD

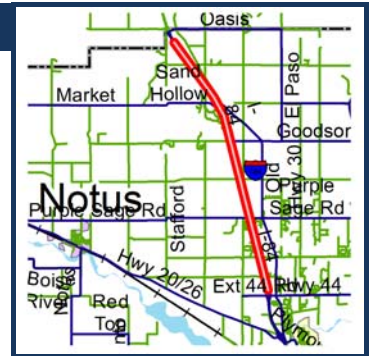
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,175

Total Cost (Previous + Programmed): \$4,175

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



Funding Source : Restoration

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	391	0	0	0	0	391	362	29
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	3,784	3,784	3,506	278
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$391	\$0	\$0	\$0	\$3,784	\$4,175	\$3,869	\$306

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

Key #: 18830

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,181

Total Cost (Previous + Programmed): \$1,181

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	9	20	0	0	0	0	29	27	2
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	150	1,001	1,152	1,063	89
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$9	\$20	\$0	\$0	\$150	\$1,001	\$1,181	\$1,089	\$91

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

Key #: H306

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$16,561

Total Cost (Previous + Programmed): \$16,561

Project Description: Reconstruct and realign I-84 from US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	16,561	16,561	16,561	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$16,561	\$16,561	\$16,561	\$0

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

Key #: 19589

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$12,702

Total Cost (Previous + Programmed): \$12,702

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



Funding Source : Pavement Preservation Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	270	0	0	0	0	270	250	20
2017	0	0	0	0	0	0	0	0	0
2018	0	380	0	0	0	152	532	493	39
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$650	\$0	\$0	\$0	\$152	\$802	\$743	\$59

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	11,900	11,900	11,027	873
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$11,900	\$11,900	\$11,027	\$873

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

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

I-84B, ADA Ramp Improvements, Nampa

Key #: 13954

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$54

Total Cost (Previous + Programmed): \$54

Project Description: Provides for Americans with Disabilities Act (ADA) ramp improvements at eight locations on I-84B (Garry Boulevard) in Nampa.



Funding Source : System Support

Local Match : 100.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	54	54	0	54
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$54	\$54	\$0	\$54

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

Key #: 13931

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$322

Total Programmed Cost: \$4,975

Total Cost (Previous + Programmed): \$5,297

Project Description: Project will rehabilitate the pavement on I-84B (2nd Street South, 11th Avenue North, and Garry Boulevard) from Canyon Street to Grant Avenue in Nampa.



Funding Source : Restoration

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	333	4,642	4,975	4,610	365
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$333	\$4,642	\$4,975	\$4,610	\$365

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

Key #: 13465

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$200

Total Programmed Cost: \$2,438

Total Cost (Previous + Programmed): \$2,638

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



Funding Source : Pavement Preservation

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	222	2,216	2,438	0	2,438
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$222	\$2,216	\$2,438	\$0	\$2,438

I-84B, Nampa Library Block, Nampa

Key #: 13933

Inflated

Performance Measures:

Requesting Agency: ITD

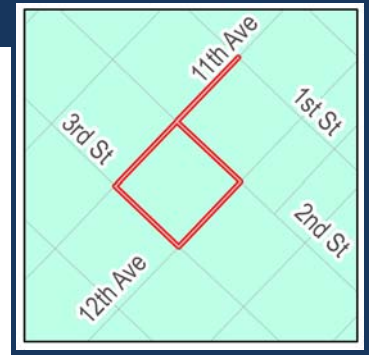
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$685

Total Cost (Previous + Programmed): \$685

Project Description: Project will rehabilitate the pavement and change traffic flow around the library block (2nd Street, 3rd Street, 11th Avenue and 12th Avenue) in downtown Nampa.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	485	485	0	485
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$485	\$485	\$0	\$485

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	200	200	0	200
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$200	\$200	\$0	\$200

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

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

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

Key #: 13059

Inflated

Performance Measures:

Requesting Agency: ITD

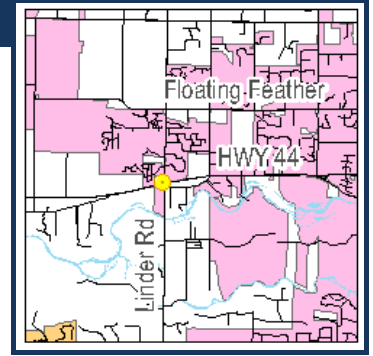
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$430)

Total Cost (Previous + Programmed):

Project Description: Widen the intersection for safety improvements.



Funding Source : Safety

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	-315	-315	0	-315
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$315)	(\$315)	\$0	(\$315)

Funding Source : Local Participating

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	-115	-115	0	-115
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$115)	(\$115)	\$0	(\$115)

ITS, Adaptive Signals, Boise Towne Square Mall, ACHD

Key #: 13901

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$883

Total Cost (Previous + Programmed): \$883

Project Description: Install adaptive signal system technology at 17 intersections in the vicinity of the Boise Towne Square Mall in Boise.



Adaptive Signal Technology

Funding Source : STP-TMA

Local Match : 0.00%

Funding Allocation : 50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	6	77	0	0	105	696	883	883	0
Fund Totals:	\$6	\$77	\$0	\$0	\$105	\$696	\$883	\$883	\$0

ITS, Northside Boulevard/Kings Road Signal Upgrades, Nampa

Key #: 18702

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$297

Total Cost (Previous + Programmed): \$297

Project Description: This Local Highway Safety Improvement Program (LHSIP) project will install traffic signal crash reduction countermeasures at three signalized intersections by updating signalization hardware and technology to improve turning movement efficiency and safety. Locations: Karcher Road and Northside Boulevard, Northside Boulevard and 6th Street North, and Kings Road at Garrity Boulevard/Airport Road.



Funding Source : HSIP (Local)

Local Match : 0.00%

Funding Allocation : 50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	3	41	0	0	45	208	297	297	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$3	\$41	\$0	\$0	\$45	\$208	\$297	\$297	\$0

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

Key #: 18833

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$463

Total Cost (Previous + Programmed): \$463

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



Adaptive Signal Technology

Funding Source : HSIP

Local Match : 7.34%

Funding Allocation : 50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	13	0	0	0	0	0	13	12	1
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	450	450	417	33
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$13	\$0	\$0	\$0	\$0	\$450	\$463	\$429	\$34

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

Key #: 18810

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$128

Total Cost (Previous + Programmed): \$128

Project Description: Improve signal timing on SH-55 (Eagle Road) from Ustick Road to Wainwright Drive in the cities of Meridian and Boise.



Funding Source : Restoration

Local Match : 7.34%

Funding Allocation : 50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	8	20	0	0	0	0	28	26	2
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	13	87	100	92	7
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$8	\$20	\$0	\$0	\$13	\$87	\$128	\$118	\$9

ITS, Signal Timing Plan Update, ACHD

Key #: 13955

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures: \$1

Total Programmed Cost: \$192

Total Cost (Previous + Programmed): \$193

Project Description: Update signal timing on nine corridor sections to improve mobility and increase safety. Signal timing improvements will occur on sections of Park Center Blvd., Orchard Rd., Curtis Rd., and numerous intersections surrounding Boise Towne Square Mall.



Traffic Signal Upgrade

Funding Source : HSIP (Local) Local Match : 7.34% Funding Allocation : 50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	192	0	0	0	0	192	178	14
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$192	\$0	\$0	\$0	\$0	\$192	\$178	\$14

Lake Hazel Road Extension, Ada County

Key #: RD213-17

Inflated

Performance Measures:

Requesting Agency: ACHD

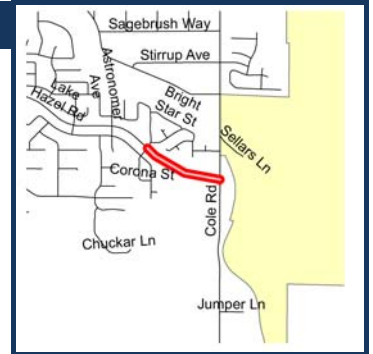
Project Year: 2015

Total Previous Expenditures: \$524

Total Programmed Cost: \$1,285

Total Cost (Previous + Programmed): \$1,809

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	10	0	1,275	1,285	0	1,285
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$10	\$0	\$1,275	\$1,285	\$0	\$1,285

Linder Road and Deer Flat Road Intersection, Kuna

Key #: 13492

Inflated

Performance Measures:

Requesting Agency: ACHD

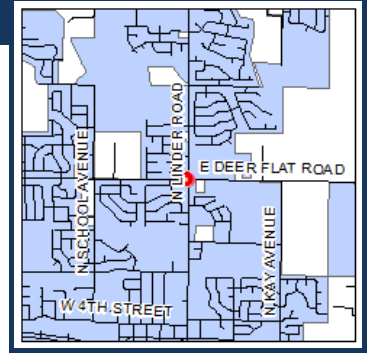
Project Year: PD

Total Previous Expenditures: \$315

Total Programmed Cost: \$3,417

Total Cost (Previous + Programmed): \$3,732

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



Funding Source : STP-U

Local Match : 7.34%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	77	10	0	0	0	87	81	6
2016	0	227	0	0	0	0	227	211	17
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	353	0	359	2,390	3,102	2,875	228
Fund Totals:	\$0	\$304	\$363	\$0	\$359	\$2,390	\$3,417	\$3,166	\$251

Maple Grove Road, Franklin Road to Fairview Avenue

Key #: 07192

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: (\$856)

Total Cost (Previous + Programmed):

Project Description:

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



Funding Source : Local Participating Local Match : 7.34% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	-2	0	0	-330	13	-556	-875	-811	-64
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$2)	\$0	\$0	(\$330)	\$13	(\$556)	(\$875)	(\$811)	(\$64)

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	19	0	19	18	1
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$19	\$0	\$19	\$18	\$1

Funding Source : Local Match : Funding Allocation :

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

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

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

National Summer Transportation Institute, NNU - FY2015

Key #: 19179

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: \$42

Total Cost (Previous + Programmed):

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	42	42	42	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$42	\$42	\$42	\$0

Funding Source : Local Match : Funding Allocation : Other - Not Classified

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

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

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

Old Highway 30, Plymouth Street Bridge, Caldwell

Key #: 13494

Inflated

Performance Measures:

Requesting Agency: Joint City of Caldwell/Canyon H

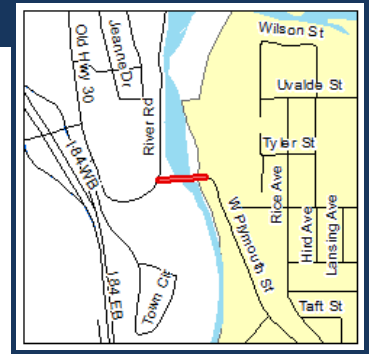
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$10,379

Total Cost (Previous + Programmed): \$10,379

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	53	629	0	0	0	0	682	632	50
2016	0	0	0	0	0	0	0	0	0
2017	0	0	152	0	0	0	152	141	11
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	916	6,116	7,032	6,516	516
Fund Totals:	\$53	\$629	\$152	\$0	\$916	\$6,116	\$7,866	\$7,288	\$577

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	5	0	0	0	0	0	5	5	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	480	189	0	307	1,532	2,508	2,324	184
Fund Totals:	\$5	\$480	\$189	\$0	\$307	\$1,532	\$2,513	\$2,329	\$184

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

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

Overland Road and Vista Avenue Lighting, ACHD

Key #: 19387

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$149

Total Cost (Previous + Programmed):

Project Description:

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	5	35	0	0	0	0	40	37	3
2017	0	0	0	0	19	90	109	101	8
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$35	\$0	\$0	\$19	\$90	\$149	\$138	\$11

Pathway, Dry Creek Trail, Eagle

Key #: 13916

Inflated

Performance Measures:

Requesting Agency: City of Eagle

Project Year: 2016

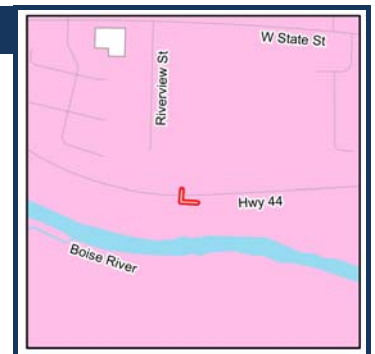
Total Previous Expenditures: \$49

Total Programmed Cost: \$272

Total Cost (Previous + Programmed): \$321

Project Description:

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	6	0	0	38	228	272	252	20
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$6	\$0	\$0	\$38	\$228	\$272	\$252	\$20

Pathway, Eckert Road Underpass, Boise

Key #: 13913

Inflated

Performance Measures:

Requesting Agency: City of Boise

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$529

Total Cost (Previous + Programmed): \$529

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



Funding Source : TAP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	5	46	0	0	0	0	51	47	4
2017	0	0	4	0	0	0	4	4	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	77	396	474	439	35
Fund Totals:	\$5	\$46	\$4	\$0	\$77	\$396	\$529	\$490	\$39

Pathway, Garden City to Americana Boulevard, Boise

Key #: 13514

Inflated

Performance Measures:

Requesting Agency: City of Boise

Project Year: 2016

Total Previous Expenditures: \$196

Total Programmed Cost: \$3,053

Total Cost (Previous + Programmed): \$3,249

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	979	979	0	979
2016	0	0	0	0	0	-999	-999	0	-999
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$20)	(\$20)	\$0	(\$20)

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	537	537	498	39
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$537	\$537	\$498	\$39

Funding Source : Community Choices Local Match : 7.93% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	-2	-2	-2	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$2)	(\$2)	(\$2)	\$0

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

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

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	16	206	101	50	245	1,315	1,933	1,791	142
2016	0	0	0	0	0	605	605	560	44
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$16	\$206	\$101	\$50	\$245	\$1,920	\$2,538	\$2,352	\$186

Pathway, Mill Creek Elementary, Middleton

Key #: 18838 Inflated Performance Measures:

Requesting Agency: Greater Middleton Parks and R

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$316

Total Cost (Previous + Programmed): \$316

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	5	73	0	0	0	0	78	70	8
2017	0	0	0	0	0	238	238	214	24
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$73	\$0	\$0	\$0	\$238	\$316	\$284	\$32

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

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

Pathway, Orchard Street Extension, Kuna

Key #: 14342

Inflated

Performance Measures:

Requesting Agency: City of Kuna

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$118

Total Cost (Previous + Programmed): \$118

Project Description: Project will provide pedestrian and bicycle facilities on the west side of Orchard Street from Avalon Street south to the Kuna Greenbelt. Work will include curb, gutter, and sidewalk on the north half up to the end of pavement. The southern portion will include a paved 6-foot paved pathway.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	47	47	0	47
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$47	\$47	\$0	\$47

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	71	71	66	5
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$71	\$71	\$66	\$5

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

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

Pathway, Rail with Trail, Meridian

Key #: 13918

Inflated

Performance Measures:

Requesting Agency: City of Meridian

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$612

Total Cost (Previous + Programmed): \$612

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	5	70	0	0	0	0	75	0	75
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$70	\$0	\$0	\$0	\$0	\$75	\$0	\$75

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	60	242	302	280	22
2019	0	0	0	0	0	234	234	217	17
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$60	\$476	\$536	\$497	\$39

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

Key #: 13964

Inflated

Performance Measures:

Requesting Agency: Joint City of Greenleaf/City of

Project Year: PD

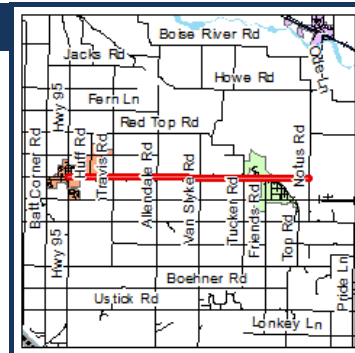
Total Previous Expenditures: \$0

Total Programmed Cost: \$2,400

Total Cost (Previous + Programmed): \$2,400

Project Description:

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



Funding Source : STP-R

Local Match : 7.34%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	16	363	0	0	0	0	379	352	28
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	342	1,678	2,020	1,872	148
Fund Totals:	\$16	\$363	\$0	\$0	\$342	\$1,678	\$2,400	\$2,224	\$176

Pedestrian Improvements, College of Western Idaho, Nampa

Key #: 18718

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$176

Total Cost (Previous + Programmed): \$176

Project Description:

Construct a pedestrian crossing of the Union Pacific Railroad track between the new College of Western Idaho Park-and-Ride lot and the Idaho Center. Project uses FY2013 and FY2014 funding.



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	176	176	141	35
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$176	\$176	\$141	\$35

Pedestrian Improvements, Lake Lowell Pathway, Nampa

Key #: 19065

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$267

Total Cost (Previous + Programmed): \$267

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	5	27	0	0	0	0	32	30	2
2017	0	0	0	0	0	235	235	218	17
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$27	\$0	\$0	\$0	\$235	\$267	\$247	\$20

Pedestrian Improvements, Middleton Heights Elementary, Middleton

Key #: 18954

Inflated

Performance Measures:

Requesting Agency: City of Middleton

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$329

Total Cost (Previous + Programmed): \$329

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



Funding Source : TAP-State **Local Match :** 25.00% **Funding Allocation :** 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	3	45	0	0	0	0	48	36	12
2016	0	0	0	0	0	281	281	211	70
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$3	\$45	\$0	\$0	\$0	\$281	\$329	\$247	\$82

Pedestrian Improvements, Near Nampa High, Nampa

Key #: 18977

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$424

Total Cost (Previous + Programmed): \$424

Project Description:

Design and construct pedestrian improvements on Lake Lowell Avenue near Nampa High School. The project will improve driveway entrances for the high school parking lots, provide better pedestrian crossing, and improve access control. Project uses FY2013 funding.



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	424	424	339	85
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$424	\$424	\$339	\$85

Pedestrian Improvements, Near Skyview High, Nampa

Key #: 19069

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$63

Total Cost (Previous + Programmed): \$63

Project Description:

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	63	63	50	13
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$63	\$63	\$50	\$13

Pedestrian Improvements, South Midland Boulevard, Nampa

Key #: 14344

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$188

Total Cost (Previous + Programmed): \$188

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	188	188	174	14
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$188	\$188	\$174	\$14

Pedestrian Improvements, Stoddard Pathway/Greenhurst Road, Nampa

Key #: 18867

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$300

Total Cost (Previous + Programmed): \$300

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	5	30	0	0	0	0	35	32	3
2016	0	0	0	0	0	265	265	246	19
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$30	\$0	\$0	\$0	\$265	\$300	\$278	\$22

Planning, Bicycle and Pedestrian Counters, COMPASS

Key #: 19174

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$19

Total Cost (Previous + Programmed): \$19

Project Description: Purchase bicycle and pedestrian counters for use in Ada and Canyon Counties. Project is coordinated with KN CPA2 (12381). Entire project totals \$148,750. More details are provided in the Unified Planning Work Program (Task 605). (This portion of the project includes a 20% local match.)



Funding Source : Discretionary **Local Match : 20.00%** **Funding Allocation : 100 % Alternative**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	19	0	0	0	0	19	15	4
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$19	\$0	\$0	\$0	\$0	\$19	\$15	\$4

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

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

Planning, Communities in Motion Update, COMPASS

Key #: 13047

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$313

Total Cost (Previous + Programmed): \$313

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



Metropolitan Planning

Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	313	0	0	0	0	313	290	23
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$313	\$0	\$0	\$0	\$0	\$313	\$290	\$23

Planning, COMPASS

Key #: CPA1

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,887

Total Cost (Previous + Programmed): \$1,887

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



Metropolitan Planning

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	407	0	0	0	0	407	377	30
2016	0	255	0	0	0	0	255	236	19
2017	0	331	0	0	0	0	331	307	24
2018	0	232	0	0	0	0	232	215	17
2019	0	232	0	0	0	0	232	215	17
PD	0	232	0	0	0	0	232	215	17
Fund Totals:	\$0	\$1,689	\$0	\$0	\$0	\$0	\$1,689	\$1,565	\$124

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	99	0	0	0	0	99	92	7
2019	0	99	0	0	0	0	99	92	7
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$198	\$0	\$0	\$0	\$0	\$198	\$183	\$15

Planning, Congestion Management Study, COMPASS

Key #: 18998

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$83

Total Cost (Previous + Programmed): \$83

Project Description: This study will expand upon the Treasure Valley Transportation Operations, Management, and ITS plan to include multiple objectives and identify additional opportunities for congestion mitigation, which would include a wide range of solutions to address mobility and accessibility problems. The study will consider new technologies for measuring and evaluating congestion and will evaluate the effectiveness of expanding the process to include additional resources for decision making.



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	83	0	0	0	0	83	77	6
Fund Totals:	\$0	\$83	\$0	\$0	\$0	\$0	\$83	\$77	\$6

Planning, Freight and Goods Movement Study Update, COMPASS

Key #: 18948

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$416

Total Cost (Previous + Programmed): \$416

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	416	0	0	0	0	416	386	31
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$416	\$0	\$0	\$0	\$0	\$416	\$386	\$31

Planning, Freight and Performance, SHRP2, COMPASS

Key #: 19175

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year:

Total Previous Expenditures: \$0

Total Programmed Cost: \$225

Total Cost (Previous + Programmed): \$225

Project Description: This project is for consultant assistance to include freight considerations and implement a performance measure framework enhancing the regional long-range transportation plan. It is funded through the Strategic Highway Research Program 2 (SHRP2).

Funding Source : Local Match : Funding Allocation :

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

Funding Source : Discretionary Local Match : 0.00% Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	225	0	0	0	0	225	225	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$225	\$0	\$0	\$0	\$0	\$225	\$225	\$0

Planning, High Capacity Corridor Alternatives Analysis

Key #: 13046

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,104

Total Cost (Previous + Programmed): \$1,104

Project Description:

Study to identify and analyze options to improve mobility in a priority corridor to be determined in the regional long-range transportation plan. The study will evaluate all reasonable transit alternatives. (Per Board direction, this project will be re-evaluated after the 2014 and 2015 state legislative sessions.)



Transit Alternatives Analysis

Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	1,104	0	0	0	0	1,104	1,023	81
Fund Totals:	\$0	\$1,104	\$0	\$0	\$0	\$0	\$1,104	\$1,023	\$81

Planning, Metropolitan Planning Funds, COMPASS

Key #: CPA2

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,704

Total Cost (Previous + Programmed): \$6,704

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration. These projects tie to ITD key numbers 12381, 13495, 13496, 13963, H910, and 19144.



Metropolitan Planning

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	1,050	0	0	0	0	1,050	973	77
2016	0	1,050	0	0	0	0	1,050	973	77
2017	0	1,050	0	0	0	0	1,050	973	77
2018	0	1,050	0	0	0	0	1,050	973	77
2019	0	1,050	0	0	0	0	1,050	973	77
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$5,250	\$0	\$0	\$0	\$0	\$5,250	\$4,865	\$385

Funding Source : FTA 5303 **Local Match : 7.34%** **Funding Allocation : Other - Not Classified**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	193	0	0	0	0	193	179	14
2016	0	388	0	0	0	0	388	360	28
2017	0	291	0	0	0	0	291	270	21
2018	0	291	0	0	0	0	291	270	21
2019	0	291	0	0	0	0	291	270	21
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,454	\$0	\$0	\$0	\$0	\$1,454	\$1,347	\$107

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

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

Planning, Transit, VRT, Boise

Key #: 18677

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,137

Total Cost (Previous + Programmed): \$2,137

Project Description: Support planning efforts in Boise Urbanized Area.



Funding Source : FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	828	0	0	0	0	828	662	166
2017	0	429	0	0	0	0	429	343	86
2018	0	440	0	0	0	0	440	352	88
2019	0	440	0	0	0	0	440	352	88
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$2,137	\$0	\$0	\$0	\$0	\$2,137	\$1,710	\$427

Planning, Transit, VRT, Nampa

Key #: 18805

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$877

Total Cost (Previous + Programmed): \$877

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	356	0	0	0	0	356	285	71
2017	0	169	0	0	0	0	169	135	34
2018	0	174	0	0	0	0	174	139	35
2019	0	178	0	0	0	0	178	142	36
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$877	\$0	\$0	\$0	\$0	\$877	\$702	\$175

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

Key #: 18694

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$271

Total Cost (Previous + Programmed): \$271

Project Description: This study is an update to the Treasure Valley ITS and operations strategic plan and ITS architecture, and will include a comprehensive update of the existing conditions assessment, regional ITS inventory, vision, operational concept, implementation plan, and regional ITS architecture.



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	271	0	0	0	0	271	251	20
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$271	\$0	\$0	\$0	\$0	\$271	\$251	\$20

Planning, Travel Survey and Transit On-Board Data Collection

Key #: 13048

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$154

Total Cost (Previous + Programmed): \$154

Project Description: This is a minor update to collect household travel characteristics and on-board transit ridership data within Ada County and Canyon County. The study will use a small sample size for use in verification of trip characteristics.



Onboard Transit Survey

Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	350	0	0	0	0	350	324	26
2016	0	-196	0	0	0	0	-196	-181	-14
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$154	\$0	\$0	\$0	\$0	\$154	\$143	\$11

Rideshare, ACHD

Key #: CPA3

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,595

Total Cost (Previous + Programmed): \$1,595

Project Description: Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools. These projects tie to ITD key numbers 12370, 13477, 13899, 18821, 15914, 12375, 12376, 13051, 13483, and 13904.



Rideshare Program

Funding Source : STP-TMA Local Match : 0.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	440	440	440	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	220	220	220	0
2018	0	0	0	0	0	220	220	220	0
2019	0	0	0	0	0	220	220	220	0
PD	0	0	0	0	0	220	220	220	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,320	\$1,320	\$1,320	\$0

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	55	55	55	0
2016	0	0	0	0	0	55	55	55	0
2017	0	0	0	0	0	55	55	55	0
2018	0	0	0	0	0	55	55	55	0
2019	0	0	0	0	0	55	55	55	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$275	\$275	\$275	\$0

Rideshare, Commuteride Replacement Vans, ACHD

Key # : 19042 Inflated Performance Measures:

Requesting Agency: ACHD
 Project Year: 2015
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$568
 Total Cost (Previous + Programmed): \$568
 Project Description: Replace commuteride vehicles that are beyond their useful life.



Rideshare Program

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	568	568	454	114
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$568	\$568	\$454	\$114

Rideshare, Commuteride Replacement Vans, ACHD

Key # : 18700 Inflated Performance Measures:

Requesting Agency: ACHD
 Project Year: 2015
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$308
 Total Cost (Previous + Programmed): \$308
 Project Description: Replace commuteride vehicles that are beyond their useful life. Project uses FY2014 funding.



Rideshare Program

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	308	308	246	62
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$308	\$308	\$246	\$62

Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County

Key #: 14362

Inflated

Performance Measures:

Requesting Agency: Canyon HD

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,362

Total Cost (Previous + Programmed): \$3,362

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



Funding Source : FLAP

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	362	0	0	0	250	2,750	3,362	3,115	247
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$362	\$0	\$0	\$0	\$250	\$2,750	\$3,362	\$3,115	\$247

Set-Aside for STP-TMA Cost Increases - FY2015

Key #: 15001

Inflated

Performance Measures:

Requesting Agency: COMPASS

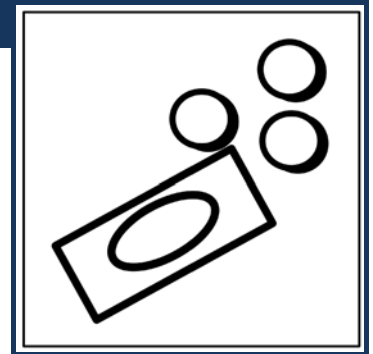
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$0

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



Funding Source : STP-TMA

Local Match : 7.34%

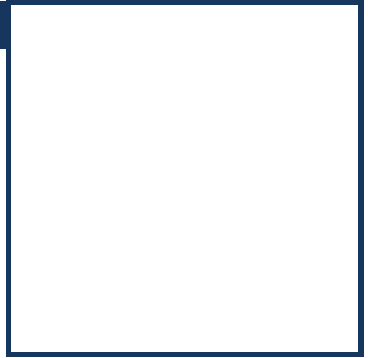
Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Set-Aside for STP-TMA Cost Increases - FY2017

Key # : 15003 Inflated Performance Measures:

Requesting Agency: COMPASS
 Project Year: 2017
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$0
 Total Cost (Previous + Programmed): \$0
 Project Description: Set-aside for STP-TMA cost increases.



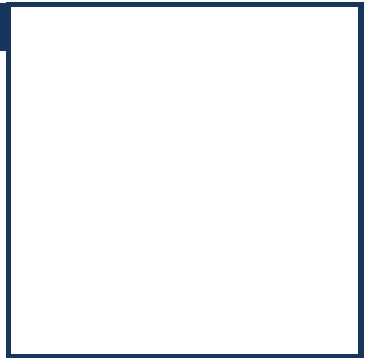
Funding Source : STP-TMA Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Set-Aside for STP-TMA Cost Increases - FY2018

Key # : 15004 Inflated Performance Measures:

Requesting Agency: COMPASS
 Project Year: 2018
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$0
 Total Cost (Previous + Programmed): \$0
 Project Description: Set-aside for STP-TMA cost increases.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

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

Set-Aside for STP-TMA Cost Increases - FY2019

Key # : 15005

Inflated

Performance Measures:

Requesting Agency: COMPASS

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$0

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

Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Key # : 12044

Inflated

Performance Measures:

Requesting Agency: ITD

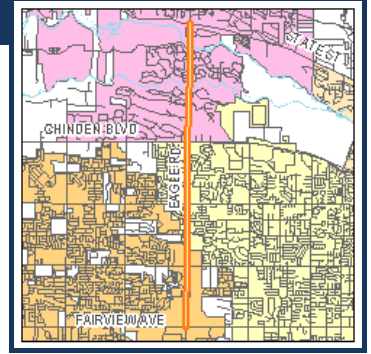
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$483)

Total Cost (Previous + Programmed):

Project Description: Road resurfacing.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	-31	-31	0	-31
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$31)	(\$31)	\$0	(\$31)

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	-15	0	0	0	-2	-435	-452	0	-452
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$15)	\$0	\$0	\$0	(\$2)	(\$435)	(\$452)	\$0	(\$452)

SH-16 and Beacon Light Road Intersection Improvements, Ada County

Key #: 18872

Inflated

Performance Measures:

Requesting Agency: Joint ITD/ACHD

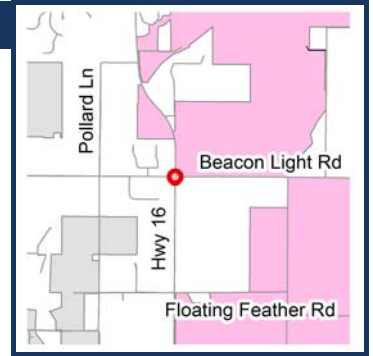
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,450

Total Cost (Previous + Programmed): \$1,450

Project Description: Provide safety improvements at SH-16 and Beacon Light Road intersection by adding a signal and potentially right turn lanes.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	50	0	0	0	50	46	4
2017	0	0	0	0	100	1,000	1,100	1,019	81
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$50	\$0	\$100	\$1,000	\$1,150	\$1,066	\$84

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	300	300	0	300
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$300	\$300	\$0	\$300

SH-16, Junction SH-44 to Emmett

Key #: 13467

Inflated

Performance Measures:

Requesting Agency: ITD

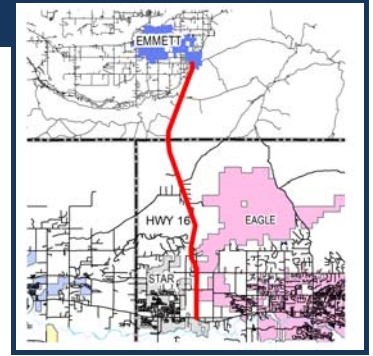
Project Year: 2016

Total Previous Expenditures: \$10

Total Programmed Cost: \$788

Total Cost (Previous + Programmed): \$798

Project Description: Preventive maintenance (seal coats) on SH-16 from the Junction of SH-44 to the City of Emmett. Project total: \$1,098,00 (60% Ada County, 40% Gem County).



Funding Source : State Funds Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	68	0	68	63	5
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$68	\$0	\$68	\$63	\$5

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	720	720	0	720
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$720	\$720	\$0	\$720

SH-16, Phyllis Canal and South Phase

Key # : 12917

Inflated

Performance Measures:

Requesting Agency: ITD

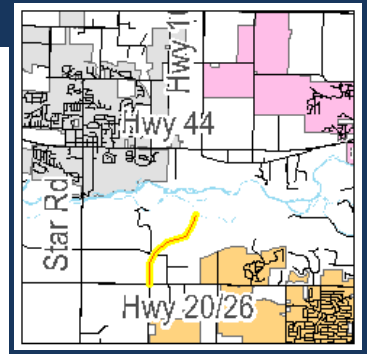
Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$69)

Total Cost (Previous + Programmed):

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



Funding Source :Capacity

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	-69	0	-69	-64	-5
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$69)	\$0	(\$69)	(\$64)	(\$5)

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

Key # : 11236

Inflated

Performance Measures:

Requesting Agency: ITD

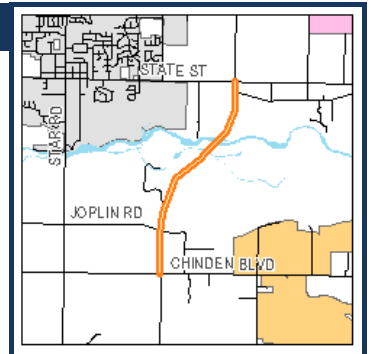
Project Year: 2016

Total Previous Expenditures: \$82,702

Total Programmed Cost: (\$293)

Total Cost (Previous + Programmed): \$82,409

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



Funding Source :Capacity

Local Match : 7.70%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	-293	0	0	0	-293	-270	-23
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$293)	\$0	\$0	\$0	(\$293)	(\$270)	(\$23)

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

Key #: 13937

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$133

Total Programmed Cost: \$1,596

Total Cost (Previous + Programmed): \$1,729

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



Funding Source : Restoration (ST2)

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	208	1,388	1,596	0	1,596
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$208	\$1,388	\$1,596	\$0	\$1,596

SH-44, ADA Ramp Improvements, Middleton

Key #: 19008

Inflated

Performance Measures:

Requesting Agency: City of Middleton

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$47

Total Cost (Previous + Programmed): \$47

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



Funding Source : System Support

Local Match : 100.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	47	47	0	47
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$47	\$47	\$0	\$47

SH-44, Canyon Canal Bridge, Middleton

Key #: 18950

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$767

Total Cost (Previous + Programmed): \$767

Project Description: Replace bridge on SH-44 at Canyon Canal Bridge in the City of Middleton.



Funding Source : Bridge

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	40	100	0	0	0	0	140	130	10
2016	10	0	0	0	0	0	10	9	1
2017	10	0	0	0	0	0	10	10	1
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	65	541	606	562	44
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$61	\$100	\$0	\$0	\$65	\$541	\$767	\$710	\$56

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

Key #: 07827

Inflated

Performance Measures:

Requesting Agency: ITD

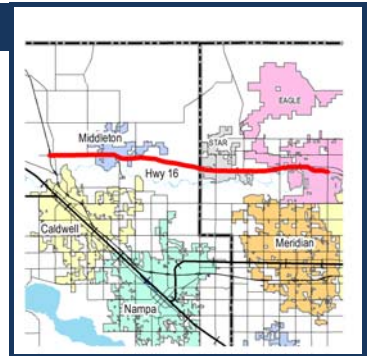
Project Year: 2017

Total Previous Expenditures: \$4,231

Total Programmed Cost: \$392

Total Cost (Previous + Programmed): \$4,623

Project Description: Preserve corridor for additional lanes.



Funding Source : Early Development (ED)

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	51	0	0	0	0	0	51	47	4
2016	0	290	0	0	0	0	290	269	21
2017	0	0	51	0	0	0	51	47	4
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$51	\$290	\$51	\$0	\$0	\$0	\$392	\$363	\$29

SH-44, Junction I-84 to Star, Pavement Preservation

Key #: 13463

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$300

Total Programmed Cost: \$8,973

Total Cost (Previous + Programmed): \$9,273

Project Description: Resurfacing and restoration on SH-44 from junction of I-84 north of the City of Caldwell to the City of Star.



Funding Source : Restoration

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	816	8,157	8,973	8,314	659
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$816	\$8,157	\$8,973	\$8,314	\$659

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

Key #: 13923

Inflated

Performance Measures:

Requesting Agency: ITD

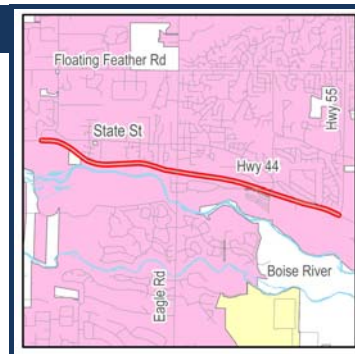
Project Year: 2016

Total Previous Expenditures: \$75

Total Programmed Cost: \$2,384

Total Cost (Previous + Programmed): \$2,459

Project Description: Project will resurface SH-44 from West State Street at Ballentyne Road to the junction of SH-55 North in the City of Eagle.



Funding Source : Pavement Preservation (ST2)

Local Match : 100.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	288	2,096	2,384	0	2,384
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$288	\$2,096	\$2,384	\$0	\$2,384

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

Key #: 19600

Inflated

Performance Measures:

Requesting Agency: City of Nampa

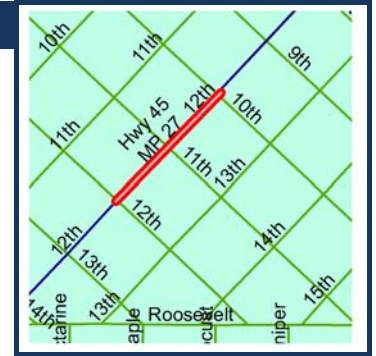
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$291

Total Cost (Previous + Programmed): \$291

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



Funding Source : HSIP (Local)

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	7	50	0	0	0	0	57	53	4
2017	0	0	0	0	39	195	234	217	17
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$7	\$50	\$0	\$0	\$39	\$195	\$291	\$270	\$21

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

Key #: 19396

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$291

Total Cost (Previous + Programmed):

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



Funding Source : HSIP (Local)

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	7	50	0	0	0	0	57	53	4
2017	0	0	0	0	39	195	234	217	17
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$7	\$50	\$0	\$0	\$39	\$195	\$291	\$270	\$21

SH-45, Deer Flat to I-84B, Nampa

Key # : 13030

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$92

Total Programmed Cost: \$6,384

Total Cost (Previous + Programmed): \$6,476

Project Description: Rebuild SH-45 from Deer Flat Road in southern Canyon County to I-84B in Nampa.



Funding Source : Restoration

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	833	5,551	6,384	5,915	469
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$833	\$5,551	\$6,384	\$5,915	\$469

SH-45, Snake River Bridge, Walters Ferry

Key # : 13389

Inflated

Performance Measures:

Requesting Agency: ITD

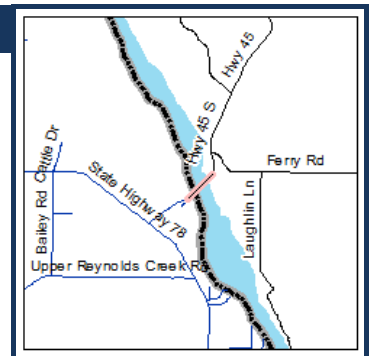
Project Year: 2017

Total Previous Expenditures: \$460

Total Programmed Cost: \$6,403

Total Cost (Previous + Programmed): \$6,863

Project Description: Rehabilitate and refurbish the bridge on SH-45 over the Snake River near Walters Ferry to mitigate scouring, or wear, on the riverbed . Total project cost is \$6,620,000 (88% Canyon County and 12% Owyhee County).



Funding Source : Bridge

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	80	0	0	0	0	0	80	74	6
2016	41	0	102	0	0	0	143	132	10
2017	0	0	0	0	806	5,374	6,180	5,726	454
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$121	\$0	\$102	\$0	\$806	\$5,374	\$6,403	\$5,933	\$470

SH-55 (Eagle Road) and McMillan Road Intersection, Boise

Key #: 13058

Inflated

Performance Measures:

Requesting Agency: Joint ITD/ACHD

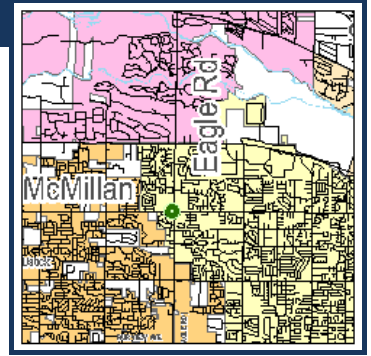
Project Year: 2015

Total Previous Expenditures: \$2,625

Total Programmed Cost: \$2,650

Total Cost (Previous + Programmed): \$5,275

Project Description: This is a joint project between ACHD and ITD to make improvements to the intersection at SH-55 (Eagle Road) and McMillan Road in the city of Boise. The split in funding between the agencies will be determined toward the close of the project.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	500	25	2,125	2,650	0	2,650
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$500	\$25	\$2,125	\$2,650	\$0	\$2,650

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

Key #: 19572

Inflated

Performance Measures:

Requesting Agency: ITD

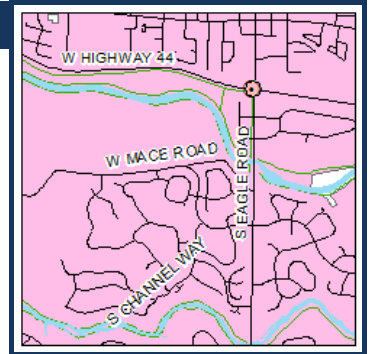
Project Year: PD

Total Previous Expenditures:

Total Programmed Cost: \$650

Total Cost (Previous + Programmed):

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



Funding Source : Early Development (ED) **Local Match :** 7.34% **Funding Allocation :** 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	100	0	0	0	0	0	100	93	7
2017	100	0	0	0	0	0	100	93	7
2018	150	0	0	0	0	0	150	139	11
2019	150	0	0	0	0	0	150	139	11
PD	150	0	0	0	0	0	150	139	11
Fund Totals:	\$650	\$0	\$0	\$0	\$0	\$0	\$650	\$602	\$48

SH-55 (Eagle Road) and SH-44 Intersection, Eagle

Key #: 13476

Inflated

Performance Measures:

Requesting Agency: ITD

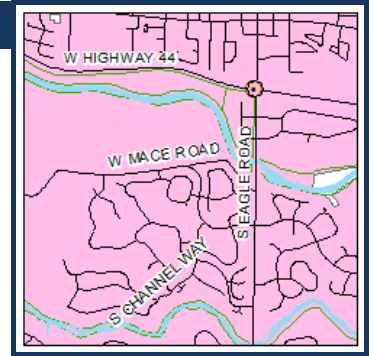
Project Year: 2017

Total Previous Expenditures: \$226

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$226

Project Description: Safety improvements to the intersection of SH-55 (Eagle Road) and SH-44 in the City of Eagle. ITD anticipates improvements that may include a continuous-flow intersection (CFI) configuration to allow more capacity at the intersection. Design started in FY2014. Construction totals \$4,750,000, but is considered "unfunded" at this time.



Funding Source : Early Development (ED) **Local Match :** 7.34% **Funding Allocation :** 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Key #: 13466

Inflated

Performance Measures:

Requesting Agency: ITD

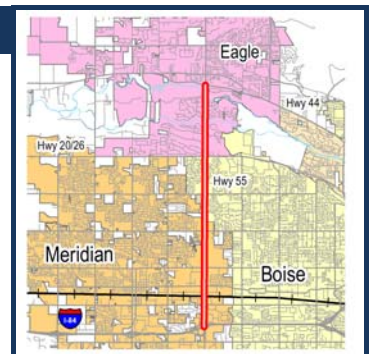
Project Year: 2015

Total Previous Expenditures: \$117

Total Programmed Cost: \$1,988

Total Cost (Previous + Programmed): \$2,105

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	174	1,814	1,988	0	1,988
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$174	\$1,814	\$1,988	\$0	\$1,988

SH-55 (Eagle Road), Meridian Towne Center

Key #: 13349

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2015

Total Previous Expenditures: \$50

Total Programmed Cost: \$9,310

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

Project Description: Add one lane northbound from Franklin Road to Fairview Avenue and add one lane southbound from River Valley Street to Franklin Road. The project will be constructed by the developer of the Meridian Towne Center shopping center using State Tax Anticipated Revenue (STAR) financing.



Funding Source : STAR

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	9,310	9,310	0	9,310
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$9,310	\$9,310	\$0	\$9,310

SH-55 (Karcher Road) and Hoskins, Pride, and Riverside Streets, Canyon County

Key #: 18779

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,722

Total Cost (Previous + Programmed): \$1,722

Project Description: Safety and operational improvements on SH-55 (Karcher Road) at the intersections of Hoskins Road, Pride Lane, and Riverside Road.



Funding Source : Strategic Initiatives

Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	50	0	0	0	0	0	50	50	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	168	1,505	1,672	1,672	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$50	\$0	\$0	\$0	\$168	\$1,505	\$1,722	\$1,722	\$0

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

Key #: 13475

Inflated

Performance Measures:

Requesting Agency: ITD

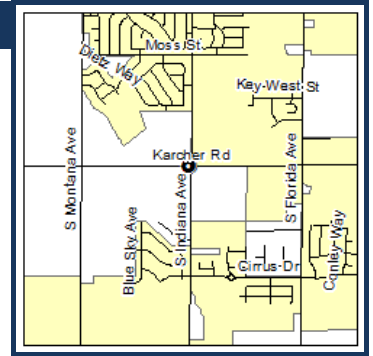
Project Year: 2017

Total Previous Expenditures: \$289

Total Programmed Cost: \$3,682

Total Cost (Previous + Programmed): \$3,971

Project Description: Add a traffic signal and other operational improvements at the intersection of SH-55 (Karcher Road) and Indiana Avenue in the City of Caldwell.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	52	52	0	52
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$52	\$52	\$0	\$52

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	300	0	0	0	300	278	22
2016	0	0	-14	14	303	3,027	3,330	3,086	244
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$286	\$14	\$303	\$3,027	\$3,630	\$3,364	\$266

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

Key #: 12383

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$695

Total Programmed Cost: \$4,019

Total Cost (Previous + Programmed): \$4,714

Project Description: Add a traffic signal and other operational improvements at the intersection of SH-55 and Lake Avenue in Canyon County near the City of Nampa.



Funding Source : HSIP

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	230	0	495	3,295	4,019	3,724	295
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$230	\$0	\$495	\$3,295	\$4,019	\$3,724	\$295

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

Key #: 13025

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$130

Total Programmed Cost: \$4,718

Total Cost (Previous + Programmed): \$4,848

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



Funding Source : HSIP

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	219	0	587	3,912	4,718	4,371	346
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$219	\$0	\$587	\$3,912	\$4,718	\$4,371	\$346

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

Key #: 13033

Inflated

Performance Measures:

Requesting Agency: ITD

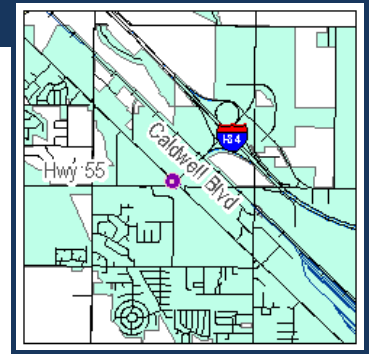
Project Year: 2016

Total Previous Expenditures: \$326

Total Programmed Cost: \$1,059

Total Cost (Previous + Programmed): \$1,385

Project Description: Intersection improvements to reduce safety issues at the intersection of SH-55 (Karcher Road) and I-84B (Nampa/Caldwell Boulevard) in Nampa.



Funding Source : Strategic Initiatives

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	50	1,009	1,059	0	1,059
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$50	\$1,009	\$1,059	\$0	\$1,059

SH-55 and Farmway Road Intersection, Canyon County

Key #: 18841

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,345

Total Cost (Previous + Programmed): \$3,345

Project Description: This project will rehabilitate, widen, and signalize the intersection of SH-55 and Farmway Road in Canyon County. Project will add left-turn lanes on the north and south-bound Farmway Road. On SH-55, a combination of right-turn and auxiliary through lanes will be added with dedicated left turn lanes and one continuous through lane for each side, for a total of five 12-foot lanes on the SH-55 legs and three 12-foot lanes on Farmway Road.



Funding Source : Safety

Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	95	0	0	0	0	95	0	95
2016	0	0	250	0	0	0	250	0	250
2017	0	0	0	0	300	2,700	3,000	0	3,000
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$95	\$250	\$0	\$300	\$2,700	\$3,345	\$0	\$3,345

SH-55, Bridge Deck Life Extension, Canyon County

Key #: 12341

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year:

Total Previous Expenditures:

Total Programmed Cost: \$777

Total Cost (Previous + Programmed):

Project Description: This project provides deck rehabilitation on five bridge structures on SH-55 in Canyon County.



Funding Source : **Local Match :** **Funding Allocation :**

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

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	68	709	777	720	57
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$68	\$709	\$777	\$720	\$57

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

Key #: 12046

Inflated

Performance Measures:

Requesting Agency: Joint City of Nampa/ITD

Project Year: 2014

Total Previous Expenditures: \$820

Total Programmed Cost: \$19

Total Cost (Previous + Programmed): \$839

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



Funding Source : STP-U

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	3	0	0	0	16	0	19	18	1
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$3	\$0	\$0	\$0	\$16	\$0	\$19	\$18	\$1

Funding Source : HSIP

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Key #: 18787

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,295

Total Cost (Previous + Programmed): \$1,295

Project Description: Add an overhead message sign on SH-55, south of Avimor in Ada County, to relay safety messages to people traveling on SH-55.



Funding Source : Restoration

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	50	0	0	0	0	50	46	4
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	1,245	1,245	1,153	91
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$50	\$0	\$0	\$0	\$1,245	\$1,295	\$1,200	\$95

SH-55, Snake River Bridge, Marsing

Key #: 13387

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$611

Total Programmed Cost: \$8,070

Total Cost (Previous + Programmed): \$8,681

Project Description: Bridge replacement on SH-55 over the Snake River near Marsing. Total project cost is \$8,251,000 (69% Canyon County and 31% Owyhee County).



Funding Source : Bridge

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	80	0	0	0	0	0	80	74	6
2016	41	128	102	0	0	0	270	250	20
2017	0	0	0	0	1,007	6,713	7,720	7,153	567
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$121	\$128	\$102	\$0	\$1,007	\$6,713	\$8,070	\$7,478	\$592

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

Key #: 12048

Inflated

Performance Measures:

Requesting Agency: City of Middleton

Project Year: 2018

Total Previous Expenditures: \$472

Total Programmed Cost: \$3,078

Total Cost (Previous + Programmed): \$3,550

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



Funding Source : STP-U

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	3	0	0	0	0	0	3	3	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	335	2,230	2,565	2,377	188
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$3	\$0	\$0	\$0	\$335	\$2,230	\$2,568	\$2,379	\$188

Funding Source : Local Participating

Local Match : 100.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	510	0	0	0	510	0	510
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$510	\$0	\$0	\$0	\$510	\$0	\$510

South Orchard Access Road, Railroad Crossing, Ada County

Key #: 12360

Inflated

Performance Measures:

Requesting Agency: Joint ITD/ACHD

Project Year: 2015

Total Previous Expenditures: \$10

Total Programmed Cost: \$250

Total Cost (Previous + Programmed): \$260

Project Description: Add a railroad gate and signal at the South Orchard Access Road.



Funding Source : Safety - SAFETEA-LU Rail Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	250	250	250	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$250	\$250	\$250	\$0

SR2S, City of Nampa - FY2014 and FY2015

Key #: 14339

Inflated

Performance Measures:

Requesting Agency: City of Nampa

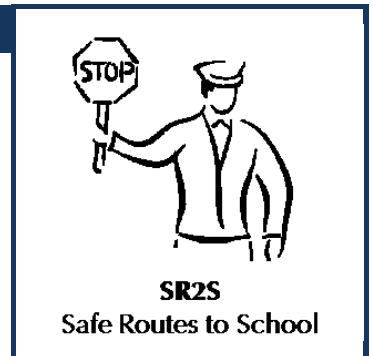
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$33

Total Cost (Previous + Programmed): \$33

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	33	33	31	2
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$33	\$33	\$31	\$2

SR2S, VRT, Ada County - FY2015

Key #: 13908

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

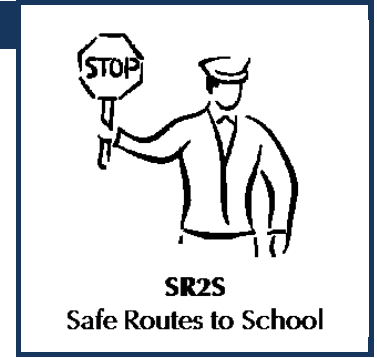
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$143

Total Cost (Previous + Programmed): \$143

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



Funding Source : TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	143	143	133	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$143	\$143	\$133	\$10

SR2S, VRT, Ada County - FY2016

Key #: 13909

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

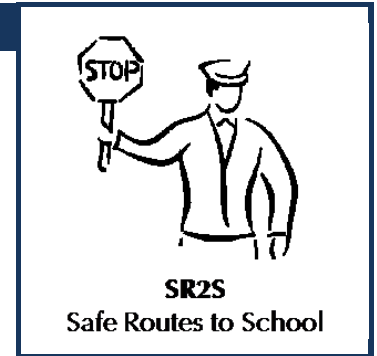
Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$147

Total Cost (Previous + Programmed): \$147

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



Funding Source : TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	147	147	136	11
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$147	\$147	\$136	\$11

SR2S, VRT, Ada County - FY2017

Key #: 13910

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

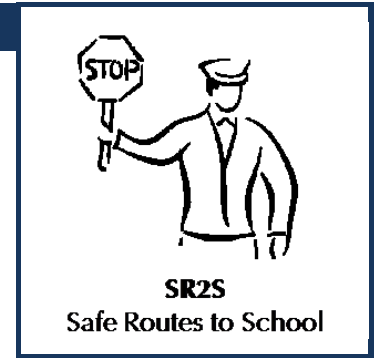
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$152

Total Cost (Previous + Programmed): \$152

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



Funding Source : TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	152	152	141	11
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$152	\$152	\$141	\$11

SR2S, VRT, Ada County - FY2018

Key #: 13911

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

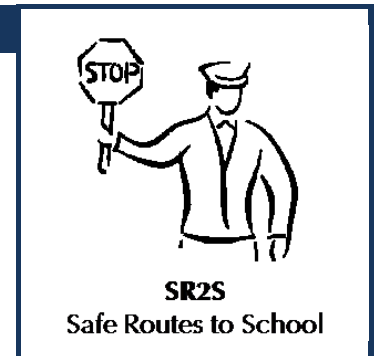
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$156

Total Cost (Previous + Programmed): \$156

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



Funding Source : TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	156	156	145	11
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$156	\$156	\$145	\$11

SR2S, VRT, Ada County - FY2019

Key #: 13912

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

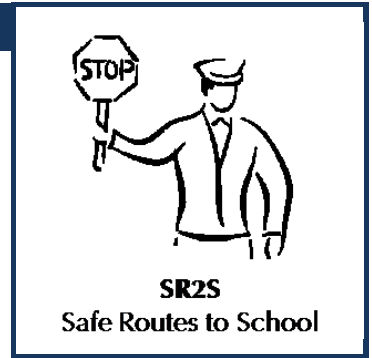
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$169

Total Cost (Previous + Programmed): \$169

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



Funding Source : TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	169	169	156	12
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$169	\$169	\$156	\$12

SR2S, VRT, Ada County - PD

Key #: 18877

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

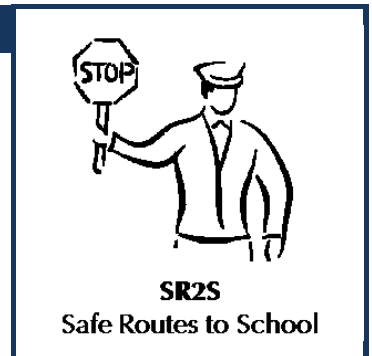
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$156

Total Cost (Previous + Programmed): \$156

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



Funding Source : TAP-TMA

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	156	156	145	11
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$156	\$156	\$145	\$11

State Street and Collister Drive Intersection, ACHD

Key #: 13481

Inflated

Performance Measures:

Requesting Agency: ACHD

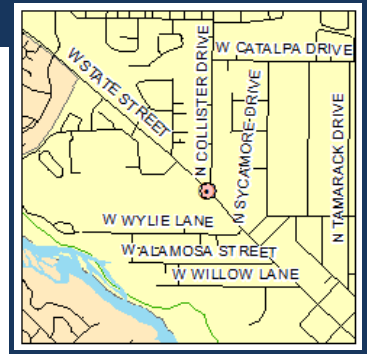
Project Year: 2017

Total Previous Expenditures: \$540

Total Programmed Cost: \$9,667

Total Cost (Previous + Programmed): \$10,207

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



Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	60	10	0	0	0	70	65	5
2016	0	0	694	0	0	0	694	643	51
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	1,332	6,544	7,876	7,298	578
2019	0	0	0	0	0	1,027	1,027	952	75
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$60	\$704	\$0	\$1,332	\$7,572	\$9,667	\$8,958	\$710

State Street ITS, SH-16 to 23rd Street, Boise, ACHD

Key #: 12366

Inflated

Performance Measures:

Requesting Agency: ACHD

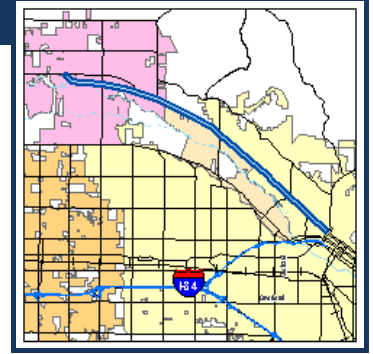
Project Year: 2015

Total Previous Expenditures: \$898

Total Programmed Cost: (\$202)

Total Cost (Previous + Programmed): \$696

Project Description: Install intelligent transportation system (ITS) devices on State Street, including closed circuit television cameras, speed detection systems, fiber optic communications cable, dynamic message signs, upgraded traffic signal controllers, and re-time traffic signals.



Funding Source : STP-TMA Local Match : 7.34% Funding Allocation : 50 % Road 50 % Air Quality

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	-5	-9	0	0	-8	-180	-202	-187	-15
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$5)	(\$9)	\$0	\$0	(\$8)	(\$180)	(\$202)	(\$187)	(\$15)

Funding Source : Local Match : Funding Allocation : 50 % Road 50 % Air Quality

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

Transit - Accessible Vehicles, Vehicle Sharing Pool, Nampa

Key #: 19079

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$79

Total Cost (Previous + Programmed): \$79

Project Description: Provide accessible vehicles for the vehicle sharing pool that will be used by members of the vehicle sharing program. Project uses FY2013 and FY2014 funding.



Funding Source : FTA 5339 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	79	79	63	16
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$79	\$79	\$63	\$16

Transit - Acquisition of Service Canyon County, Nampa

Key #: 18790

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$61

Total Cost (Previous + Programmed): \$61

Project Description: Provide administration and implementation of acquisition of service in Canyon County, with service to the Nampa Urbanized Area. These funds pay only for the services that travel within the urbanized area. Service outside the urbanized area will be paid by Parma Senior Center and others. Project uses FY2014 funding.



Funding Source : FTA 5310 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	61	61	49	12
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$61	\$61	\$49	\$12

Transit - Acquisition of Service Demand Response, Nampa

Key # : 18989

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$183

Total Cost (Previous + Programmed): \$183

Project Description: Provide administration and implementation of demand response service in the Nampa Urbanized Area. Project uses FY2013 and FY2014 funding.



Funding Source : FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	183	183	146	37
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$183	\$183	\$146	\$37

Transit - Acquisition of Service Eagle and Meridian, Boise

Key # : 12802

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$261

Total Cost (Previous + Programmed): \$261

Project Description: Provide administration and implementation of acquisition of service in the cities of Eagle and Meridian for service in the Boise Urbanized Area.



Funding Source : FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	261	261	209	52
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$261	\$261	\$209	\$52

Transit - Acquisition of Service Kuna and Star

Key #: 18855

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$39

Total Cost (Previous + Programmed): \$39

Project Description: Provide administration and implementation of acquisition of service in the cities of Kuna and Star, with service to the Boise Urbanized Area. Project uses FY2013 funding.



Funding Source : FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	39	39	31	8
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$39	\$39	\$31	\$8

Transit - Acquisition of Service Set-Aside, Boise

Key #: 19145

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,144

Total Cost (Previous + Programmed): \$1,144

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



Funding Source : FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	286	286	229	57
2017	0	0	0	0	0	286	286	229	57
2018	0	0	0	0	0	286	286	229	57
2019	0	0	0	0	0	286	286	229	57
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,144	\$1,144	\$915	\$229

Transit - Acquisition of Service Set-Aside, Nampa

Key #: 18739

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,312

Total Cost (Previous + Programmed): \$1,312

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



Funding Source : FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	261	261	209	52
2016	0	0	0	0	0	261	261	209	52
2017	0	0	0	0	0	261	261	209	52
2018	0	0	0	0	0	261	261	209	52
2019	0	0	0	0	0	268	268	214	54
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,312	\$1,312	\$1,050	\$262

Transit - Acquisition of Service, Nampa

Key #: 14220

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$125

Total Cost (Previous + Programmed): \$125

Project Description: Provide administration and implementation of purchase of service in the Nampa Urbanized Area. Project using FY2013 funding.



Funding Source : FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	125	0	125	100	25
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$125	\$0	\$125	\$100	\$25

Transit - Associated Capital Enhancements, Boise

Key #: 18788

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,912

Total Cost (Previous + Programmed): \$1,912

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



Funding Source : FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1,011	1,011	809	202
2017	0	0	0	0	0	101	101	81	20
2018	0	0	0	0	0	400	400	320	80
2019	0	0	0	0	0	400	400	320	80
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,912	\$1,912	\$1,530	\$382

Transit - Associated Capital Enhancements, Nampa

Key #: 18781

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$600

Total Cost (Previous + Programmed): \$600

Project Description: Provide capital improvements at park and ride lots and bus stops in the Nampa Urbanized Area.



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	200	200	160	40
2017	0	0	0	0	0	200	200	160	40
2018	0	0	0	0	0	100	100	80	20
2019	0	0	0	0	0	100	100	80	20
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$600	\$600	\$480	\$120

Transit - Associated Capital Enhancements, Nampa - FY2014

Key #: 12778

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$144

Total Cost (Previous + Programmed): \$144

Project Description: Provide enhancements including shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area. (Federal = \$115,000.)



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	144	144	115	29
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$144	\$144	\$115	\$29

Transit - Associated Capital Improvements, Boise

Key #: 19081

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$657

Total Cost (Previous + Programmed): \$657

Project Description: Provide capital facility and equipment improvements in the Boise Urbanized Area.



Funding Source : FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	541	541	433	108
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	58	58	46	12
2019	0	0	0	0	0	58	58	46	12
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$657	\$657	\$526	\$131

Transit - Associated Capital Improvements, Nampa

Key #: 18911

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,090

Total Cost (Previous + Programmed): \$1,090

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	540	540	432	108
2017	0	0	0	0	0	430	430	344	86
2018	0	0	0	0	0	60	60	48	12
2019	0	0	0	0	0	60	60	48	12
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,090	\$1,090	\$872	\$218

Transit - Associated Capital Improvements, Nampa - FY2013

Key #: 12760

Inflated

Performance Measures:

Requesting Agency: Joint City of Nampa/Valley Regi

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$891

Total Cost (Previous + Programmed): \$891

Project Description: Provide enhancements including sidewalk enhancements, bicycle facility enhancements, shelters, benches, lighting, landing pads, waste disposal, bicycle racks, or information posting in the Nampa Urbanized Area. Project also includes three bicycle/pedestrian improvement projects in the City of Nampa.



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	891	891	713	178
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$891	\$891	\$713	\$178

Transit - Bike/Pedestrian Improvements, Nampa - FY2014

Key #: 14261

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$186

Total Cost (Previous + Programmed): \$186

Project Description: Project to improve bicycle and pedestrian facilities at South Stanform Street. Project will place a culvert and provide a pathway extension.



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	186	186	149	37
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$186	\$186	\$149	\$37

Transit - Boise State University Maintenance Facility - FY2008

Key #: 11350

Inflated

Performance Measures:

Requesting Agency: Boise State University

Project Year: 2014

Total Previous Expenditures: \$543

Total Programmed Cost: \$108

Total Cost (Previous + Programmed): \$651

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



Bus Maintenance Facility

Funding Source : FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	108	108	86	22
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$108	\$108	\$86	\$22

Transit - Boise State University Replacement Shuttles, Boise - FY2015

Key #: 13223

Inflated

Performance Measures:

Requesting Agency: Boise State University

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$83

Total Cost (Previous + Programmed): \$83

Project Description: Purchase replacement shuttles for Boise State University.



Shuttle Replacement

Funding Source : FTA 5339 LU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	83	83	69	14
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$83	\$83	\$69	\$14

Transit - Boise State University Replacement Shuttles, Boise - FY2016

Key #: 13224

Inflated

Performance Measures:

Requesting Agency: Boise State University

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$332

Total Cost (Previous + Programmed): \$332

Project Description: Purchase replacement shuttles for Boise State University.



Shuttle Replacement

Funding Source : FTA 5307 LU

Local Match : 17.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	332	332	276	56
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$332	\$332	\$276	\$56

Transit - Bus Stop Enhancement, VRT, Middleton

Key #: 19716

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year:

Total Previous Expenditures: \$0

Total Programmed Cost: \$20

Total Cost (Previous + Programmed): \$20

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



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

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

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	20	20	16	4
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$20	\$20	\$16	\$4

Transit - Capital Enhancements, Boise - FY2013

Key #: 12754

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$40

Total Cost (Previous + Programmed): \$40

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



Funding Source : FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	40	40	32	8
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$32	\$8

Transit - Capital Lease or Purchase and Maintenance, Boise

Key #: 19122

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,778

Total Cost (Previous + Programmed): \$1,778

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



Funding Source : FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	821	821	657	164
2017	0	0	0	0	0	319	319	255	64
2018	0	0	0	0	0	319	319	255	64
2019	0	0	0	0	0	319	319	255	64
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,778	\$1,778	\$1,422	\$356

Transit - Capital Lease or Purchase and Maintenance, Boise

Key #: 13779

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$405

Total Cost (Previous + Programmed): \$405

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



Funding Source : FTA 5307 LU

Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	405	405	324	81
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$405	\$405	\$324	\$81

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

Key #: 13827

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$324

Total Cost (Previous + Programmed): \$324

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



Funding Source : FTA 5339 LU

Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	324	324	259	65
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$324	\$324	\$259	\$65

Transit - Capital Lease or Purchase and Maintenance, Boise - FY2014

Key #: 14221

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$193

Total Cost (Previous + Programmed): \$193

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



Funding Source : FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	193	193	154	39
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$193	\$193	\$154	\$39

Transit - Capital Lease or Purchase and Maintenance, Nampa

Key #: 18929

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$15

Total Cost (Previous + Programmed): \$15

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	15	15	12	3
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$15	\$15	\$12	\$3

Transit - Capital Lease or Purchase and Maintenance, Nampa

Key #: 12179

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: \$962

Total Cost (Previous + Programmed):

Project Description: Provide vehicle lease or purchase for fixed line, demand response, and support activities, and associated equipment and maintenance in the Nampa Urbanized Area. (Federal = \$769,438.)



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	962	962	770	192
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$962	\$962	\$770	\$192

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

Key #: 12761

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$88

Total Cost (Previous + Programmed): \$88

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	88	88	70	18
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$88	\$88	\$70	\$18

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

Key #: 13831

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$27

Total Cost (Previous + Programmed): \$27

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	27	27	22	5
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$27	\$27	\$22	\$5

Transit - Capital Lease or Purchase and Maintenance, Nampa - FY2014

Key #: 12779

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$21

Total Cost (Previous + Programmed): \$21

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	21	21	17	4
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$21	\$21	\$17	\$4

Transit - Capital Purchase and Maintenance, Boise - FY2013

Key #: 13828

Inflated

Performance Measures:

Requesting Agency: Treasure Valley Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$263

Total Cost (Previous + Programmed): \$263

Project Description: Project is a "purchase of service" hosted by Treasure Valley Transit and administration to provide rides for seniors and persons with disabilities in the Meridian and Eagle areas who are unable to access transportation through volunteer driver programs or



Funding Source : FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	263	263	210	53
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$263	\$263	\$210	\$53

Transit - Capital, Purchase of Service, Nampa - FY2013

Key #: 13832

Inflated

Performance Measures:

Requesting Agency: Treasure Valley Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$194

Total Cost (Previous + Programmed): \$194

Project Description: Provides funds for a regional acquisition of service project for older adults and persons with disabilities in the Nampa Urbanized Area. Project uses FY2013 funds. (federal amount = \$147,000).



Funding Source : FTA 5310 SU

Local Match : 24.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	194	194	147	47
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$194	\$194	\$147	\$47

Transit - Capital, Safety and Security, Boise

Key #: 19131

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$220

Total Cost (Previous + Programmed): \$220

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



Funding Source : FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	88	88	70	18
2017	0	0	0	0	0	44	44	35	9
2018	0	0	0	0	0	44	44	35	9
2019	0	0	0	0	0	44	44	35	9
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$176	\$44

Transit - Capital, Safety and Security, Nampa

Key #: 18685

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

Total Cost (Previous + Programmed): \$150

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	60	60	48	12
2017	0	0	0	0	0	30	30	24	6
2018	0	0	0	0	0	30	30	24	6
2019	0	0	0	0	0	30	30	24	6
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$150	\$150	\$120	\$30

Transit - Capital, Safety and Security, Nampa - FY2013

Key #: 12759

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$15

Total Cost (Previous + Programmed): \$15

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	15	15	12	3
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$15	\$15	\$12	\$3

Transit – Capital, Safety and Security, Nampa - FY2014

Key #: 14375

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year:

Total Previous Expenditures:

Total Programmed Cost: \$30

Total Cost (Previous + Programmed):

Project Description:

Provide capital facility, equipment, safety and security, enhancements, and associated capital to operate the transit system in the Nampa Urbanized Area. (Federal share = \$24,000.)



Funding Source : **Local Match :** **Funding Allocation :**

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

Funding Source : FTA 5307 SU **Local Match : 20.00%** **Funding Allocation :**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	30	30	24	6
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$30	\$30	\$24	\$6

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

Key #: 19609

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year:

Total Previous Expenditures:

Total Programmed Cost: \$779

Total Cost (Previous + Programmed):

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



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

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

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	779	779	623	156
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$779	\$779	\$623	\$156

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

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

Transit - Community Link, Boise

Key #: 19691

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$324

Total Cost (Previous + Programmed): \$324

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



Funding Source : FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	324	324	259	65
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$324	\$324	\$259	\$65

Transit - Community Link, Nampa

Key #: 19576

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$156

Total Cost (Previous + Programmed): \$156

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



Funding Source : FTA 5310 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	156	156	125	31
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$156	\$156	\$125	\$31

Transit - Commuteride Replacement Vans, ACHD

Key #: 19375

Inflated

Performance Measures:

Requesting Agency:

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$128

Total Cost (Previous + Programmed):

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



Rideshare Program

Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	128	128	102	26
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$128	\$128	\$102	\$26

Transit - Demand Response Operations, Boise

Key #: 18785

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,393

Total Cost (Previous + Programmed): \$2,393

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



Funding Source : FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	927	927	742	185
2017	0	0	0	0	0	480	480	384	96
2018	0	0	0	0	0	493	493	394	99
2019	0	0	0	0	0	493	493	394	99
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,393	\$2,393	\$1,914	\$479

Transit - Demand Response Operations, Nampa

Key #: 18762

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$186

Total Cost (Previous + Programmed): \$186

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	71	71	57	14
2017	0	0	0	0	0	38	38	30	8
2018	0	0	0	0	0	38	38	30	8
2019	0	0	0	0	0	39	39	31	8
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$186	\$186	\$149	\$37

Transit - Demand Response Operations, Nampa - FY2014

Key #: 12781

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$83

Total Cost (Previous + Programmed): \$83

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	83	83	66	17
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$83	\$83	\$66	\$17

Transit - Demand Response, Nampa

Key #: 19398

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$320

Total Cost (Previous + Programmed):

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



Funding Source : FTA 5310 SU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	320	320	160	160
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$320	\$320	\$160	\$160

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

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

Transit - Fixed Line and Demand Response Operations, Nampa

Key #: 12174

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year:

Total Previous Expenditures:

Total Programmed Cost: \$81

Total Cost (Previous + Programmed):

Project Description: Provide operating funds for demand response service in the Nampa Urbanized Area. (Federal = \$65,000.)



Funding Source : **Local Match :** **Funding Allocation :**

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

Funding Source : FTA 5307 SU **Local Match : 20.00%** **Funding Allocation :**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	81	81	65	16
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$81	\$81	\$65	\$16

Transit - Fixed Line and Demand Response, Nampa - FY2014

Key #: 12780

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$944

Total Cost (Previous + Programmed): \$944

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



Funding Source : FTA 5307 SU

Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	944	0	0	0	0	944	472	472
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$944	\$0	\$0	\$0	\$0	\$944	\$472	\$472

Transit - Fixed Line Operations, Boise

Key #: 19041

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,466

Total Cost (Previous + Programmed): \$3,466

Project Description: Provides fixed line operations in the Boise Urbanized Area.



Funding Source : FTA 5307 LU

Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1,342	1,342	671	671
2017	0	0	0	0	0	696	696	348	348
2018	0	0	0	0	0	714	714	357	357
2019	0	0	0	0	0	714	714	357	357
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,466	\$3,466	\$1,733	\$1,733

Transit - Fixed Line Operations, Nampa

Key #: 18786

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,238

Total Cost (Previous + Programmed): \$6,238

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



Funding Source : FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1,976	1,976	988	988
2017	0	0	0	0	0	1,026	1,026	513	513
2018	0	0	0	0	0	1,052	1,052	526	526
2019	0	0	0	0	0	1,078	1,078	539	539
PD	0	0	0	0	0	1,106	1,106	553	553
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$6,238	\$6,238	\$3,119	\$3,119

Transit - Fixed Line, Nampa

Key #: 19023

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,220

Total Cost (Previous + Programmed): \$1,220

Project Description: Provides fixed line operations in the Nampa Urbanized Area.



Funding Source : FTA 5307 SU

Local Match : 50.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	474	474	237	237
2017	0	0	0	0	0	246	246	123	123
2018	0	0	0	0	0	250	250	125	125
2019	0	0	0	0	0	250	250	125	125
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,220	\$1,220	\$610	\$610

Transit - Mobility Implementation, Nampa - FY2014

Key #: 14227

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$181

Total Cost (Previous + Programmed): \$181

Project Description: Provide implementation of mobility services in the Nampa Urbanized Area.



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	181	181	145	36
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$181	\$181	\$145	\$36

Transit - Mobility Management Coordinated Marketing, VRT

Key #: 19504

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$70

Total Cost (Previous + Programmed):

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



Funding Source : FTA 5310 SU **Local Match : 20.00%** **Funding Allocation : 100 % Alternative**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	70	70	56	14
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$70	\$70	\$56	\$14

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

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

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

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

Transit - Mobility Management Implementation, Boise

Key #: 18854

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,757

Total Cost (Previous + Programmed): \$2,757

Project Description: Provide administration and implementation of mobility services in the Boise Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1,067	1,067	854	213
2017	0	0	0	0	0	554	554	443	111
2018	0	0	0	0	0	568	568	454	114
2019	0	0	0	0	0	568	568	454	114
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,757	\$2,757	\$2,206	\$551

Transit - Mobility Management Implementation, Nampa

Key #: 18842

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$970

Total Cost (Previous + Programmed): \$970

Project Description: Provide administration and implementation of mobility services in the Nampa Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	375	375	300	75
2017	0	0	0	0	0	195	195	156	39
2018	0	0	0	0	0	200	200	160	40
2019	0	0	0	0	0	200	200	160	40
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$970	\$970	\$776	\$194

Transit - Park and Ride, VRT, Middleton

Key #: 19297

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$1,010

Total Cost (Previous + Programmed):

Project Description:

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	1,010	1,010	808	202
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,010	\$1,010	\$808	\$202

Transit - Planning, Nampa - FY2013

Key #: 12764

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

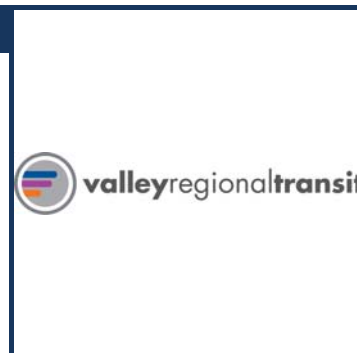
Total Previous Expenditures: \$0

Total Programmed Cost: \$153

Total Cost (Previous + Programmed): \$153

Project Description:

Support planning efforts in the Nampa Urbanized Area.



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	153	153	122	31
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$153	\$153	\$122	\$31

Transit - Planning, Nampa - FY2014

Key #: 12782

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$251

Total Cost (Previous + Programmed): \$251

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	251	0	0	0	0	251	201	50
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$251	\$0	\$0	\$0	\$0	\$251	\$201	\$50

Transit - Preventive Maintenance, Boise

Key #: 19137

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$9,375

Total Cost (Previous + Programmed): \$9,375

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



Funding Source : FTA 5307 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	3,750	3,750	3,000	750
2017	0	0	0	0	0	1,875	1,875	1,500	375
2018	0	0	0	0	0	1,875	1,875	1,500	375
2019	0	0	0	0	0	1,875	1,875	1,500	375
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$9,375	\$9,375	\$7,500	\$1,875

Transit - Preventive Maintenance, Nampa

Key #: 18914

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,288

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

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	496	496	397	99
2017	0	0	0	0	0	258	258	206	52
2018	0	0	0	0	0	264	264	211	53
2019	0	0	0	0	0	270	270	216	54
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,288	\$1,288	\$1,030	\$258

Transit - Preventive Maintenance, Nampa

Key #: 12177

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year:

Total Previous Expenditures: \$0

Total Programmed Cost: \$516

Total Cost (Previous + Programmed): \$516

Project Description: Provide preventive maintenance support for fixed route and demand response service in the Nampa Urbanized Area. (Federal = \$413,000.)



Funding Source : **Local Match :** **Funding Allocation :**

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

Funding Source : FTA 5307 SU **Local Match : 20.00%** **Funding Allocation :**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	516	516	413	103
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$516	\$516	\$413	\$103

Transit - Preventive Maintenance, Nampa - FY2014

Key # : 12783

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$239

Total Cost (Previous + Programmed): \$239

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



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	239	239	191	48
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$239	\$239	\$191	\$48

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

Key # : 14245

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$286

Total Cost (Previous + Programmed): \$286

Project Description: Provide administration and implementation of purchase of service in the Cities of Meridian and Eagle in the Boise Urbanized Area.



Funding Source : FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	286	286	229	57
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$286	\$286	\$229	\$57

Transit - Replacement Vehicles, ACHD, Commuteride - FY2014

Key #: 14268

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$175

Total Cost (Previous + Programmed): \$175

Project Description: Provide up to five (5) replacement vehicles for service starting in the Nampa Urbanized Area.



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	175	175	140	35
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$175	\$175	\$140	\$35

Transit – Rideshare Platform, VRT/ACHD

Key #: 19173

Inflated

Performance Measures:

Requesting Agency: Joint ACHD/Valley Regional Tr

Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: \$60

Total Cost (Previous + Programmed):

Project Description: Purchase rideshare platform (software). The platform will be a single source for members of the community to find smart transportation options to include: carpooling, vanpooling, bus routes and bike buddies. It will also assist transit providers with data to increase routes based on demand. (Federal = \$48,000)



Funding Source : FTA 5307 SU

Local Match : 20.00%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	60	60	48	12
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$60	\$60	\$48	\$12

Transit - South Nampa Multimodal Connectivity, Nampa

Key #: 19590

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$520

Total Cost (Previous + Programmed):

Project Description:

Provide three bike and pedestrian crossing improvements with bike boulevard connections to transit stops along 12th Avenue South and East Greenhurst Road in the city of Nampa. Includes three segments: Powerline Road/Blakeslee Drive Rapid Flashing Beacon Crossing and Bike Boulevard, Lake Lowell Avenue/Mason Lane Rapid Flashing Beacon and Shared Use Bike Lanes, and Iowa Avenue/Stanford Street Rapid Flashing Beacon Crossing and Shared Use Bike Lane.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	520	520	416	104
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$520	\$520	\$416	\$104

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

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

Transit - Technology, VRT, Boise

Key #: 18884

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$503

Total Cost (Previous + Programmed): \$503

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



Funding Source : FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	200	200	160	40
2017	0	0	0	0	0	100	100	80	20
2018	0	0	0	0	0	100	100	80	20
2019	0	0	0	0	0	103	103	82	21
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$503	\$503	\$402	\$101

Transit - Technology, VRT, Nampa

Key #: 19573

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$400

Total Cost (Previous + Programmed): \$400

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



Funding Source : FTA 5339 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	400	400	320	80
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$400	\$400	\$320	\$80

Transit - University District Multimodal Connectivity, Nampa

Key #: 19235

Inflated

Performance Measures:

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: \$358

Total Cost (Previous + Programmed):

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



Funding Source : FTA 5339 SU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	358	358	286	72
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$358	\$358	\$286	\$72

Transit - Valley Regional Transit Technology, Boise - FY2014

Key #: 13226

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

Total Cost (Previous + Programmed): \$150

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



Funding Source : FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	150	150	120	30
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$150	\$150	\$120	\$30

Transit – Vans – FY2009

Key # : 11787

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures: \$957

Total Programmed Cost: (\$97)

Total Cost (Previous + Programmed): \$860

Project Description: New and replacement Commuteride van purchase.



Purchase Commuter Vans

Funding Source : STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	-97	-97	-90	-7
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$97)	(\$97)	(\$90)	(\$7)

Transit - Vehicle Maintenance, Kuna Senior Center, Boise

Key # : 18920

Inflated

Performance Measures:

Requesting Agency: Kuna Senior Center

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$5

Total Cost (Previous + Programmed): \$5

Project Description: Provide general maintenance on two vehicles for the Kuna Senior Center using funds from the Boise Urbanized Area. The vehicles travel between the cities of Kuna and Boise. Project uses FY2014 funding.



Funding Source : FTA 5310 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	5	5	4	1
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5	\$5	\$4	\$1

Transit - Vehicle Replacement Melba, EOA

Key #: 19159

Inflated

Performance Measures:

Requesting Agency: EOA

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$52

Total Cost (Previous + Programmed): \$52

Project Description: Replace a vehicle for the Melba Valley Senior Center. The Canyon County Elderly Opportunity Agency (EOA) is the sponsor of this project.

Funding Source : FTA 5339 Rural

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	52	52	42	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$52	\$52	\$42	\$10

Transit - Vehicle Replacement Parma, EOA

Key #: 19158

Inflated

Performance Measures:

Requesting Agency: EOA

Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: \$52

Total Cost (Previous + Programmed): \$52

Project Description: Replace a vehicle for the Parma Senior Center. The Canyon County Elderly Opportunity Agency (EOA) is the sponsor of this project.

Funding Source : FTA 5339 Rural

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	52	52	42	10
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$52	\$52	\$42	\$10

Transit - Vehicle Replacement, Kuna Senior Center

Key #: 19160 Inflated Performance Measures:

Requesting Agency: Kuna Senior Center

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$60

Total Cost (Previous + Programmed): \$60

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



Funding Source : FTA 5339 Rural Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	60	60	48	12
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$60	\$60	\$48	\$12

Transit - YMCA GoRide Community Service, Caldwell YMCA - FY2014

Key #: 14266 Inflated Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$109

Total Cost (Previous + Programmed): \$109

Project Description: Provide service between Caldwell schools and the YMCA.



Funding Source : FTA 5307 SU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	109	109	55	55
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$109	\$109	\$55	\$55

Transit -Technology Implementation, VRT - FY2013

Key # : 13830

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2014

Total Previous Expenditures: \$0

Total Programmed Cost: \$100

Total Cost (Previous + Programmed): \$100

Project Description: This project will install automatic passenger counters, fare collection system upgrades, driver vehicle entry system for vehicle sharing pool and smart bus technology.



Funding Source : FTA 5339 LU

Local Match : 20.00%

Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	100	100	80	20
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$100	\$100	\$80	\$20

Transit, Southwest Bus and Bus Facility – FY2015



Key #: 19147

Inflated

Performance Measures:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$310

Total Cost (Previous + Programmed): \$310

Project Description: Purchase replacement vehicles in small urban areas throughout the state of Idaho. This project shows funds only for Valley Regional Transit in the Nampa Urbanized Area, other projects are included in this project in the STIP. (Federal = \$248,000)

Funding Source : FTA 5339 SU Local Match : 20.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	310	310	248	62
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$310	\$310	\$248	\$62

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

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

US 20/26 and Farmway Road Intersection, Canyon County

Key #: 18852

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$440

Total Cost (Previous + Programmed): \$440

Project Description: Project will add a left-turn lane on north-bound US 20/26 to Farmway Road and add a flashing beacon to existing warning signs.



Funding Source : Restoration

Local Match : 7.34%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	40	0	0	0	0	0	40	37	3
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	400	400	371	29
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$40	\$0	\$0	\$0	\$0	\$400	\$440	\$408	\$32

US 20/26 and Franklin Road Intersection, Canyon County

Key #: 19111

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,132

Total Cost (Previous + Programmed): \$1,132

Project Description: Project will provide safety improvements at the intersection of US 20/26 and Franklin Road north of Nampa by adding turn bays and traffic signals.



Funding Source : Strategic Initiatives

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	50	0	0	0	0	0	50	46	4
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	1,082	1,082	1,003	79
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$50	\$0	\$0	\$0	\$0	\$1,082	\$1,132	\$1,049	\$83

US 20/26 Intersection Improvements, Canyon County

Key #: 19415

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: PD

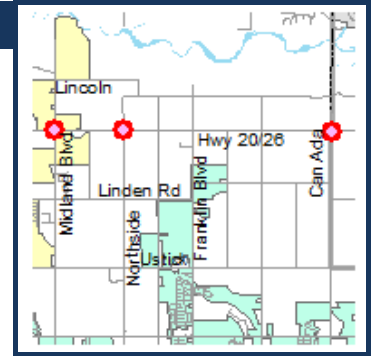
Total Previous Expenditures:

Total Programmed Cost: \$670

Total Cost (Previous + Programmed):

Project Description:

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



Funding Source : Strategic Initiatives

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	50	0	0	0	0	0	50	46	4
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	620	620	574	46
Fund Totals:	\$50	\$0	\$0	\$0	\$0	\$620	\$670	\$621	\$49

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

Key #: 13928

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2017

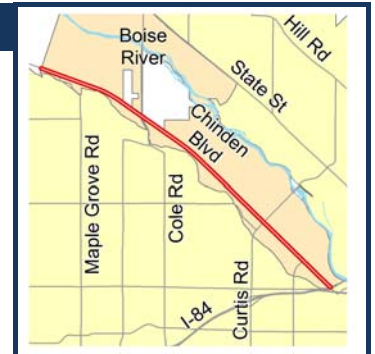
Total Previous Expenditures: \$100

Total Programmed Cost: \$3,399

Total Cost (Previous + Programmed): \$3,499

Project Description:

Project will resurface US 20/26 from Branstetter Street to Junction I-184 in Garden City.



Funding Source : Strategic Initiatives

Local Match : 100.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	452	2,947	3,399	0	3,399
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$452	\$2,947	\$3,399	\$0	\$3,399

US 20/26, Broadway Bridge Girders, Boise

Key #: 19180

Inflated

Performance Measures:

Requesting Agency: ITD

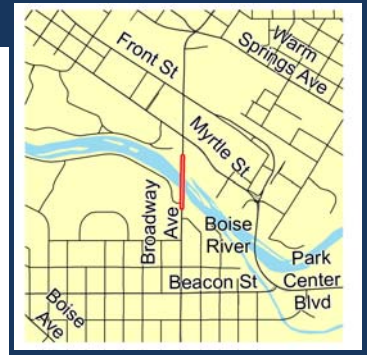
Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: \$3,364

Total Cost (Previous + Programmed):

Project Description: Purchase the girders for the rebuild of the Broadway Bridge. This project is tied to KN 11588.



Funding Source : Bridge Restoration

Local Match : 7.34%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	160	3,204	3,364	3,117	247
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$160	\$3,204	\$3,364	\$3,117	\$247

US 20/26, Broadway Bridge, Boise

Key #: 11588

Inflated

Performance Measures:

Requesting Agency: ITD

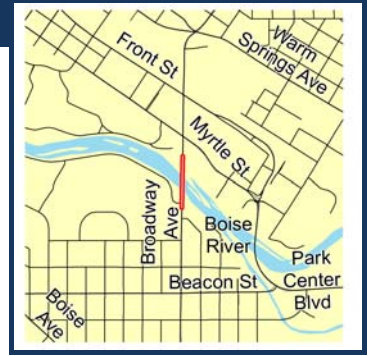
Project Year: 2015

Total Previous Expenditures: \$2,302

Total Programmed Cost: \$18,781

Total Cost (Previous + Programmed): \$21,083

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



Funding Source : Restoration Local Match : 73.40% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	-950	400	950	0	0	4,646	5,046	1,342	3,704
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$950)	\$400	\$950	\$0	\$0	\$4,646	\$5,046	\$1,342	\$3,704

Funding Source : Bridge Restoration Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	-50	0	50	2,339	1,148	10,248	13,735	12,727	1,008
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$50)	\$0	\$50	\$2,339	\$1,148	\$10,248	\$13,735	\$12,727	\$1,008

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

Key # : 19181

Inflated

Performance Measures:

Requesting Agency: ITD

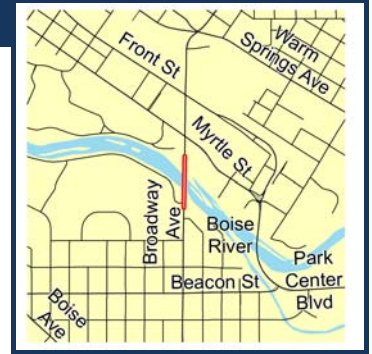
Project Year: 2015

Total Previous Expenditures:

Total Programmed Cost: \$225

Total Cost (Previous + Programmed):

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



Funding Source : Bridge Restoration

Local Match : 7.34%

Funding Allocation :

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	10	215	225	208	17
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$10	\$215	\$225	\$208	\$17

US 20/26, Corridor Preservation, Caldwell to Boise

Key # : 07826

Inflated

Performance Measures:

Requesting Agency: ITD

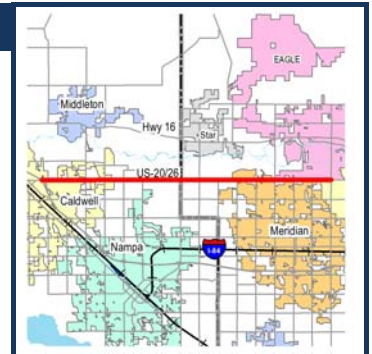
Project Year: 2017

Total Previous Expenditures: \$3,543

Total Programmed Cost: \$363

Total Cost (Previous + Programmed): \$3,906

Project Description: Acquire right-of-way for corridor preservation.



Funding Source : Early Development (ED)

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	261	0	0	0	0	0	261	242	19
2016	0	0	51	0	0	0	51	47	4
2017	0	0	51	0	0	0	51	47	4
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$261	\$0	\$102	\$0	\$0	\$0	\$363	\$336	\$27

US 20/26, Locust Grove Road Intersection, Meridian

Key #: 13941

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$520

Total Cost (Previous + Programmed): \$520

Project Description: Project will add right turn lanes on the eastbound side of US 20/26 at Locust Grove Road in the cities of Meridian and Eagle.



Funding Source : HSIP

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	52	468	520	482	38
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$52	\$468	\$520	\$482	\$38

US 20/26, Locust Grove Road to Cloverdale Road, Meridian

Key #: 13927

Inflated

Performance Measures:

Requesting Agency: ITD

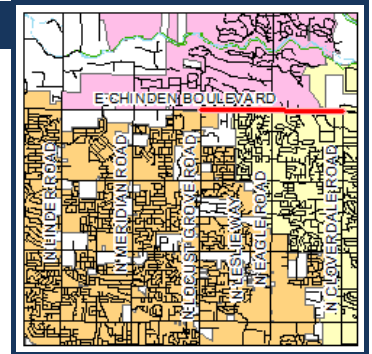
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,129

Total Cost (Previous + Programmed): \$2,129

Project Description: Project will resurface US 20/26 from Locust Grove Road to Cloverdale Road.



Funding Source : Strategic Initiatives

Local Match : 100.00%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	277	1,851	2,129	0	2,129
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$277	\$1,851	\$2,129	\$0	\$2,129

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

Key #: 19332

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures:

Total Programmed Cost: \$830

Total Cost (Previous + Programmed):

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



Funding Source : Pavement Preservation

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	55	0	0	0	0	55	51	4
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	775	775	718	57
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$55	\$0	\$0	\$0	\$775	\$830	\$769	\$61

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

Key #: 13921

Inflated

Performance Measures:

Requesting Agency: ITD

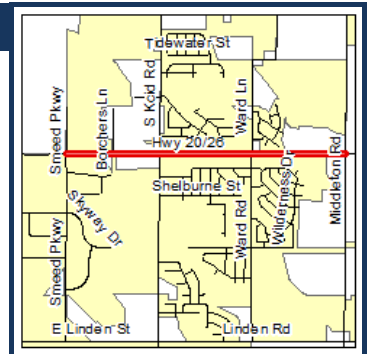
Project Year: PD

Total Previous Expenditures: \$300

Total Programmed Cost: \$300

Total Cost (Previous + Programmed): \$600

Project Description: Project will design a project to reconstruct, realign, and widen US 20/26 from Smeed Parkway to Middleton Road in Caldwell. Construction totals \$12,300,000, but is considered "unfunded."



Funding Source : Early Development (ED)

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	150	0	0	0	0	0	150	139	11
2016	150	0	0	0	0	0	150	139	11
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$300	\$0	\$0	\$0	\$0	\$0	\$300	\$278	\$22

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

Key # : 12886

Inflated

Performance Measures:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$560

Total Programmed Cost: \$6,325

Total Cost (Previous + Programmed): \$6,885

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



Funding Source : Bridge

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	825	5,500	6,325	5,861	464
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$825	\$5,500	\$6,325	\$5,861	\$464

US-95, Wilder to Parma, Seal Coat, Canyon County

Key #: 19407

Inflated

Performance Measures:

Requesting Agency: ITD

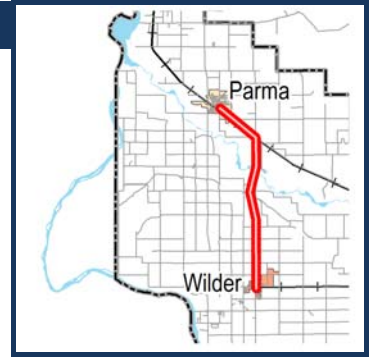
Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$660

Total Cost (Previous + Programmed):

Project Description: Seal coat SH-95 from the city of Wilder to the city of Parma to preserve the existing pavement that is in good condition.



Funding Source : Pavement Preservation Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	45	0	0	0	0	45	42	3
2017	0	0	0	0	0	615	615	570	45
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$45	\$0	\$0	\$0	\$615	\$660	\$612	\$48

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

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

Ustick Road, Linder Road to Meridian Road, Meridian

Key #: RD202-35

Inflated

Performance Measures:

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$118

Total Programmed Cost: \$3,974

Total Cost (Previous + Programmed): \$4,092

Project Description: Widen roadway to five lanes with curb, gutter, sidewalks and bike lanes.



Funding Source : Local (Regionally Significant)

Local Match : 100.00%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	440	0	0	0	440	0	440
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	1,301	1,301	0	1,301
2018	0	0	0	440	42	1,751	2,234	0	2,234
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$440	\$440	\$42	\$3,051	\$3,974	\$0	\$3,974

Ustick Road, Meridian Road to Locust Grove Road, Meridian

Key #: RD202-37

Inflated

Performance Measures:

Requesting Agency: ACHD

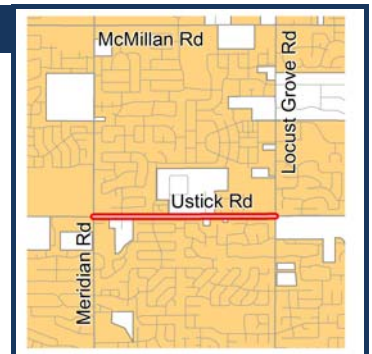
Project Year: 2018

Total Previous Expenditures: \$661

Total Programmed Cost: \$4,103

Total Cost (Previous + Programmed): \$4,764

Project Description: Widening roadway from two-lane to five-lane urban section with curbs, gutter, sidewalks and bike lanes. Acquire 96 feet of right-of-way.



Funding Source : Local (Regionally Significant)

Local Match : 100.00%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2015	0	0	0	0	0	0	0	0	0
2016	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	1,769	1,769	0	1,769
2018	0	0	0	0	0	2,335	2,335	0	2,335
2019	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$4,103	\$4,103	\$0	\$4,103

APPENDIX B
PUBLIC COMMENTS

FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Public Comment Period August 11 through September 3, 2014

Number of comments received: Comment Form: 3, Email: 4, Letter: 0

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<i>Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program</i>			
<p>The TIP is inadequate in planning and implementing expansion of transit options, particularly expansion of bus and van services to reach more people and businesses. It also fails to focus on the critical need for planning and investment NOW along the two high capacity transit corridors that have been identified in Communities in Motion for years. The state of Idaho and most of the local governments in the Treasure Valley have great difficulty measuring the economic, social and educational value that a reliable, accessible and frequent transit system can provide individuals and businesses throughout the Treasure Valley. Similarly, we haven't quantified for the public the long-term cost of continuing to postpone meaningful investment in transit options. The assumption is that before people will prioritize local investment in anything but more and wider roads, they must experience a greater level of pain: more congestion, more air and water pollution, degradation of their quality of life, etc... Of course, at that point, the Treasure Valley will have lost any competitive advantage it has today. Businesses will look elsewhere for a better investment. There are business and community leaders in the Treasure Valley today who are ready to engage the public and help plan and invest in transit options. Unless I missed something buried in the TIP, it implies the opposite - that there is little public interest so transit will continue to be relegated to the vague and distant future. (i.e., Key# 13046 is vague to the point of being meaningless. It pays lip-service to high capacity "analysis" sometime in 2018 but little else.) Perhaps there is an assumption underlying the TIP that it will take the federal government to push the Treasure Valley into investing in transit options if it is to happen. In fact, as more of the nation's population lives in urban areas served by transit systems, a greater percentage of federal transportation funds may well be focused on improving existing transit infrastructure. Idaho's inadequate state and local transit planning and investment will put us in an even more precarious position to compete for those funds. Taxpayers from other parts of the country will not be interested in helping Idaho expand its reliance on just one form of transportation when other regions made the tough decisions years before to provide transportation choices to their businesses and citizens.</p>	<p>Comment provided to the COMPASS Board of Directors.</p>	83712	Online comment form
<p>Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!</p>	<p>Comment provided to the COMPASS Board of Directors.</p>	83702	Online comment form

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program			
<p>I am commenting on the following KEY numbers: 12363, 13907, 13479, 12369, 13903, C304, C305. The project descriptions are so vague as to be useless. If you want real feedback, then you need to do a better job than a 5 word descriptions which means nothing. The organization of this report is almost completely useless. near as I can tell, projects are not organized by fiscal amount, by geographic location, nor by requesting agency, making finding relevant projects also a waste of time. Is this report specifically designed to be hard to read to discourage feedback? Providing an overview with the relevant project numbers in a separate PDF file is about as inconvenient as possible. Also, a PDF is about the most inconvenient method possible to display data that needs to be searched through. Why not copy and paste this into a spreadsheet, where it can at least be sorted by some measures as needed by the public? Many descriptions include jargon that the public has no way of looking up or deciphering. "Set-aside for STP-TMA cost increases" means nothing to your neighbors. Here is a reasonable description: This project will rehabilitate Riverside Road and Lake Shore Drive near Lake Lowell in Canyon County. This is a Federal Land Access Program project managed by Western Federal Lands." That at least tells us where the project will be, what it will do, and who is going to manage the project.</p>	<p>Comment provided to the COMPASS Board of Directors.</p> <p>The key numbers listed relate to ACHD Capital Maintenance projects. Staff will add a link to ACHD's Design and Construction Review report which provides project segments when available. http://www.achdidaho.org/Projects/DCR/DCR.pdf</p>	<p>83704 Jason Robinson Republican Liberty Caucus of Idaho</p>	<p>Online comment form</p>
<p>I have only one general comment on the TIP. SH 20/26 has been overlooked long enough. It needs to be widened as soon as possible from Eagle Road to Linder and then from Linder to the SH-16 extension soon thereafter. This has to be one of the most congested sections of the state highway system. I understand ITD is working on the design in incremental sections. Anything that can expedite that would be welcome. Thanks, David</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>80703 David Turnbull Brighton Corporation</p>	<p>Email</p>
<p>On behalf of Ada County, I respectfully submit a request that the Ada County Warm Springs Pathway Improvements project (currently scheduled for 2017) be funded sooner if the funds become available. We appreciate the opportunity to use grant funds to increase safety along this well-traveled portion of the bike path and would appreciate advancement of funds, if possible.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Selena O'Neal Ada County</p>	<p>Email</p>
<p>It has been brought to my attention by staff reviewing your draft TIP that both, the description and title for KN 13054 are misleading. This work is not in fact on "SH-44", it is west of where SH-44 ends. This road segment is called Ext 44 Rd. This is an LHTAC project but I bring it up to you since staff was looking at your TIP. Thanks.</p>	<p>Technical corrections made</p>	<p>Aaron Bauges ITD</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
---------	----------------	---	--------

Question 1. Comments on projects in the DRAFT FY2015-2019 Regional Transportation Improvement Program

Please pass these along to whomever is the right person to review and correct (if my observations and recommendations are correct). Thanks, Jeff
 PS I'm familiar with Eagle (primarily), so these are the only ones I've looked at carefully.

Technical corrections made

Jeff Madsen

Email

Pathway, Dry Creek Trail, Phase 2, Eagle

Key # : 13917
 Requesting Agency: City of Eagle
 Project Year: 2017
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$100
 Total Cost (Previous + Programmed): \$100
 Project Description: Project will connect the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55 in the City of Eagle.



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

This appears to be the wrong map for the description. Whether this is the right map or not, State Street is erroneously listed as "Eagle Rd."

SH-44, State Street to SH-44 (Eagle Road), Pavement Preservation, Eagle

Key # : 13923
 Requesting Agency: ITD
 Project Year: 2016
 Total Previous Expenditures: \$75
 Total Programmed Cost: \$2,857
 Total Cost (Previous + Programmed): \$2,932
 Project Description: Project will resurface SH-44 from East State Street to the junction of SH-55 North in the City of Eagle.



Funding Source: Pavement Preservation Local Match: 7.34% Funding Allocation: 100% Dist

This map shows the wrong section of SH-44 for the description. The section of SH-44 described should be about 2 miles to the east of this section.

Comment	Staff response to questions	Zip Code and Name/affiliation (if included)	Format
Question 2. Comments on the Air Quality Conformity Demonstration for Northern Ada County			
<p>Comments above regarding inadequate planning and investment in transit options applies here as well. The circular reasoning is frustrating. Since state and local governments can't figure out funding for transit today, they cannot anticipate anything but current transit levels well into the future. In fact, the COMPASS model travel modes section (page 14) admits as much: "Currently, no major system expansion is funded for the region's transit system in either the draft FY2015-2019 TIP or CIM 2040. Therefore, only the transit system as it exists today is included in the analysis through 2040."</p>	<p>Comment provided to the COMPASS Board of Directors.</p> <p>Federal regulations specify that only funded projects are to be included in the air quality conformity demonstration. As there is not funding for an expanded transit system, one cannot be included in air quality conformity demonstration modeling.</p>	83712	Online comment form
<p>Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!</p>	<p>Comment provided to the COMPASS Board of Directors.</p>	83702	Online comment form
<p>This document is mostly useless to any resident of Ada County. I am sure that COMPAS didn't actually expect any citizens to pour through 32 pages of bureaucratese with no clear description of impact to the average resident. Will emissions testing prices go up? Will vehicle emissions be tightened like in CA? Will we see per-mile taxes placed on vehicles?</p>	<p>Comment provided to the COMPASS Board of Directors.</p> <p>The sole purpose of the air quality conformity demonstration is to demonstrate whether or not future transportation projects will cause northern Ada County to violate air quality "budgets" set by the Department of Environmental Quality. The results of the analysis indicate they will not.</p> <p>The air quality conformity demonstration is not intended to address policy issues.</p>	83704 Jason Robinson Republican Liberty Caucus of Idaho	Online comment form

Comment	Staff response to questions	Zip Code and Name/affiliation (if included)	Format
Question 3. Comments on the FY2015 federal program of projects proposed for funding by Valley Regional Transit.			
VRT's budget is fine for the short-term.	Comment provided to the COMPASS Board of Directors.	83712	Online comment form
Just one general comment regarding all presently-funded and future projects: Anything that improves, enhances, and/or increases alternative transportation options, such as public transit (trains, buses, trams), and ESPECIALLY safe and adequate bike lanes, should be encouraged and emphasized!	Comment provided to the COMPASS Board of Directors.	83702	Online comment form
Why isn't this information, which is formatted in rows & columns, distributed in MS Excel, or OpenOffice spreadsheet format? That would make sense for tabular financial data.	Comment provided to the COMPASS Board of Directors.	83704 Jason Robinson Republican Liberty Caucus of Idaho	Online comment form

t:\fy15\600 projects\685 tip\fy1519tip\public comment\public_comments_fy2015_2019_tip_pubcomperiod1.docx

FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Extended Public Comment Period September 19 through October 3, 2014

Number of comments received: Email: 35 Letter: 6

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
Please see attached letter from the City of Eagle.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83616 Mayor James Reynolds	Letter Via Email
(Regarding Key Number 13476, SH-55 (Eagle Road) and SH-44 Intersection, Eagle) ITD project manager requested the following description: Safety improvements to the intersection of SH-55 (Eagle Road) and SH-44 in the City of Eagle. ITD anticipates improvements that may include a continuous-flow intersection (CFI) configuration to allow more capacity and improve safety at the intersection. Design started in FY2014. Construction totals are estimated at \$4,750,000, but is considered "unfunded" at this time.	Technical correction made	Mark Campbell ITD	Email
I would like to comment, from a personal point of view, on the proposed change that is removing the project to rehabilitate I-84 from SH-20/26 (Franklin Rd) to Franklin Boulevard. I feel that this is a VERY MUCH needed improvement that should stay in the plan!!!! Traffic is absolutely horrendous through this stretch and there are constantly near and/or collisions from the bottlenecking that occurs at the Franklin Road (Nampa) area. I think/feel that this is a much more important project that changing out the Eagle Rd/SH-44 intersection. It may be a bit slow but it still works where the I-84 is in terrible road condition and absolutely needs widening, not just rehabilitating the existing lanes.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Stacey Yarrington	Email
My comment is that it is tragic that the 13.5 million restoration project of I84 between Caldwell and Nampa is removed from the TIP, <u>unless</u> funding can be found quickly to widen and improve that highway corridor and get it off the top of the unfunded list of priority projects.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Bruce Krosch Caldwell	Email
<p>First of all, thanks for letting me submit my input to this very important project.</p> <p>As you can see from all of the attachment, I have been active in getting my input out concerning the I-84 upgrade from the Franklin in Nampa to Caldwell. As I type this out, the highway district is attempting to un-do all of the damage to the I-84 roadway from the Caldwell exit (28) to a little past the Caldwell Airport.</p> <p>As far as my input is concerned, I DO NOT agree with the ITD input from their spokesperson (Attachment) that the reason for not completing the segment of I-84 due to lack of traffic. If this were the case, why did they re-do all of the highway from Ontario to the outskirts of Caldwell and leave this stretch not completed.</p>	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83605 Brian Allen	Email

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>This segment is not even on the ITD website as far as planning is concerned, and I have contacted the ITD board member for this district and this is also attached.</p> <p>I finally sent a copy (attachment) of my e-mail to ITD and the corresponding response (ITD spokesperson) to all the legislators in District 10, the Mayor of Caldwell, the head of the House and Senate, and the head of each transportation committee for both the House and Senate. I asked for their responses, and of course as of this date I have only received a very nice response from the Mayor of Caldwell.</p> <p>The bottom line is I believe other projects both completed, being completed, and planned have been done at the expense of this vital link between Nampa and Caldwell. The segment of roadway on I-84 between the Caldwell Airport and exit 28 for Caldwell is a disgrace and is in my opinion a safety hazard with all the patchwork done to this roadway.</p> <p>The scheduling of the I-84 link between Nampa and Caldwell can not wait until 2019, and priorities must be re-arranged to accomplish this as soon as feasible.</p> <p>(A 7-page attachment of previous email correspondence with ITD, Canyon Highway District, and City of Caldwell was also provided. See attachment.)</p>			
<p>On behalf of Mayor Nancolas and the City of Caldwell, we present the following comments:</p> <ol style="list-style-type: none"> 1. I-84 from Franklin Boulevard in Nampa to Interchange 29 in Caldwell (US20/26 AKA Franklin Road) <ol style="list-style-type: none"> a. This stretch of freeway, as acknowledged is in need of capacity improvements. Significant pavement problems exist here including a number of areas of pavement failure (rutting, reflective cracking, total base failure and pumping). b. Removal of this project reflects an overtly disproportionate application of Federal Funding readily visible to the public and neglects a severely dilapidated segment of the Idaho Interstate stewardship. c. We recommend reconsideration of this project and possible phasing if necessary to maintain its feasibility in the Transportation Improvement Plan. d. Alternatively, a capacity improvement could be considered to fulfill the known needs here in a near term future year. 2. Note that the US/20/26 and Franklin Road, Caldwell, KN H340, is not in the incorporated limits of Caldwell. 3. It may be appropriate to consider deferring improvement to the intersection of Farmway Rd and US 20/26 in favor of a combined maintenance and capacity project on I-84 from Nampa to Caldwell (see comment 1). The addition of this project at such a significant cost is puzzling and seems unwarranted. If the proposed intersection improvement is retained, appropriate data concerning delay, present capacity, and accident history would be helpful for consideration by the COMPASS Board. 	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Technical corrections made</p>	<p>Brent Orton Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>4. H323: Improvements on SH55 are needed. These should be done in harmony with the ITD SH55 Corridor Plan.</p> <p>5. 13055 – At some point, this project was mistakenly renamed. This is the 10th Avenue Indian Creek Bridge, not the RR overpass.</p> <p>6. The Proposed Signage Structure project at US20/26 and Centennial: This project might also be delayed to allow capacity and rehabilitation improvements to I-84 between Nampa and Caldwell. This course may carry greater weight than signage structures for those areas presently.</p>			
<p>I saw the article in the Idaho Statesman this morning, and I am thoroughly disgusted with how ITD is handling road repairs and construction in Idaho. We just came back from Oregon, and as soon as you cross the State line, it is like "Welcome to Hillbilly Idaho". Our roads are atrocious! How many more patches can you put on the Interstate? I think it is now more patches than original road. You should be ASHAMED of the work that has been done and even more so, what has NOT been done.</p> <p>What is up with using cement on new construction on I-84. I would like to research and see who got the concrete bid. It looks fishy; seems to me someone is lining someone else's pockets. Is the owner of the company a relative? Or a friend, or a friend of a friend, or married to someone's friend or relative? Oregon's highways are BEAUTIFUL and I don't see all this crappy workmanship and sidewalks slapped together with ruts from day one.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83702 Rita Milburn Golbon</p>	<p>Email</p>
<p>It is VERY DISSAPPOINTING to hear that ITD has cancelled the already promised work that was scheduled for I-84 in the Nampa-Caldwell area. The area is in DESPARATE need of repair and widening. Congestion is a MESS and the road is totally TORN UP with deep cracks EVERYWHERE making it a hazard for us the daily travelers! I don't understand if this work was already scheduled and it is obviously NEEDED why can't ITD cancel a different Ada County project and complete this much needed Nampa-Caldwell project!! Why is it that the entire I-84 in Ada County is completing their projects, yet Nampa-Caldwell gets SHUT DOWN...there is something wrong in this picture...NOT RIGHT!!!! The Nampa-Caldwell area would also like to increase its Economic Development, but with our roads in their current down grade conditions who is going to want to come to the Nampa-Caldwell area, your are NOT HELPING our economic development by cancelling this project!</p> <p>Thank you for allowing us, the public, to voice our opinion on this BAD DECISION!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>Being a frequent commuter to Canyon County due to my parents living there, having many clients residing there and having an employee commuting to my office in downtown Boise weekly, I find the management of our transportation system in this valley simply atrocious. I have lived and commuted in many much larger metro areas. This valley needs to figure out how to move more people efficiently, NOT build, improve and widen roads to handle more cars. That highway 16 extension may as well be called the Idaho Autobahn or the new Ada County Regional Airport. I cannot believe how much money was spent on that. We ripped up precious farmland and disrupted the Boise River to dump</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83702 Scott Mecham, CPA KMS Financial Services</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>more traffic on Chinden? How much money was Roger Anderson and others paid to receive those easements?</p> <p>I see no discussion in the Statesman concerning Carpool Lanes on I-84/Connector between the Counties. Why? If this valley is not going to finally commit to a light rail system between the counties when we already have tracks in place and a Company on Federal Way that builds Locomotives, I cannot and will not support any future freeway construction projects like I have witnessed through the use of the GARVEE Bonds. Where are all the 18-Wheel trucks located on the 405 Freeway in Los Angeles? Answer: The far right lane. Why are the trucks here allowed to just completely take over the freeway blocking the flow of traffic and obstructing vision for the rest of us. That is a huge safety issue. If the existing tracks will not work, why is there no infrastructure put in place in the middle of the freeway every time we tear it up? Down the hill to the North of Ridgecrest Golf Course is an open area by the existing tracks that would make a great place for a train-station and parking lot. Does anyone in this State that has the reins, EVER think proactively not reactively? People WILL ride the train and all sorts of businesses will pop up around the stops. The system would provide long-term good paying jobs, not short-term expensive construction projects. Someone please tell me what could have been put toward that long-term, long lasting solution with all the money spent on Runway 16. All this road construction is just a very expensive Band-Aid and solves nothing long-term.</p> <p>I know this may be a dirty word in Conservative Idaho, but can we please get some progressives on the job instead of people living in the past trying to preserve what will eventually disappear anyway. The longer we wait, the more expensive it will be for all of us.</p>			
<p><u>As a resident of the Treasure Valley, I am writing to ask that you do everything in your power to ensure that the section of I-84 from Exit 36 in Nampa to Exit 29 in Caldwell, be improved in the same way that the Interstate is being improved currently from Meridian to Nampa.</u></p> <p>I drove this section of the Interstate just this past week, and was <u>appalled</u> at the condition of the roadway, which is under constant heavy use not only by local residents, but also by huge numbers of out-of-state travelers and truckers.</p> <p>My high school senior child is considering attending the College of Idaho in Caldwell, but the condition of this part of I-84 causes me to seriously wonder if this is a safe plan.</p> <p>I have lived in the West, the Southwest, and the Southeast United States, as well as Europe, and have driven across the United States more than once. I have never seen worse freeway conditions, in any of these places.</p> <p>The Nampa-to-Caldwell freeway restoration project is not just a "cosmetic" concern--it is a real safety issue, which must not be ignored or "tabled for future consideration".</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Rosemary Strawn, MD</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>As physician, I am more concerned about safety issues than anything else, and this is a serious safety issue for <u>anyone</u> traveling on Interstate 84!!</p> <p>Please make this highway improvement project a top priority at your next COMPASS board meeting!</p>			
<p>Thank you for keeping the I-84 Nampa to Caldwell restoration project a priority. I realize that it will be quite an expensive undertaking, but it is so important to all of us who live in Canyon county.</p> <p>As a Nampa resident, I normally avoid this part of the freeway because of the roughness of the pavement and because of the hassles of merging onto it. The rest of the freeway from Nampa to Boise is great.</p> <p>Thank you for your continued efforts to find funding for this very important restoration project.</p> <p>PS: I am, also, a property owner of several rental properties in Nampa and Caldwell.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Jerry Doty Nampa</p>	<p>Email</p>
<p>Thank you for this opportunity to comment.</p> <p>As anyone can plainly see I-84 won't last until 2019, let alone survive an indefinite period beyond even that. It simply begs credulity that our politicians have landed us in this mess, all to deny a small gas tax increase.</p> <p>First a little blame. Why were our local Canyon County state senators, representatives, County Commissions and the rest all going along with every demand of the GOP leadership without a hint of resistance? They should have been getting with the leader, the speaker, the governor, other legislators and telling them, "If you want me to vote for what you want, GIVE CANYON COUNTY ITS ROAD!!"</p> <p>What's truly stunning is the GOP is pitching itself as the party of smart business and roads yet they will deny us any major upgrade of public transit, such as light rail, all the while saying 'Americans want cars and roads', yet they refuse to provide even that to Canyon County. The only explanation is our local politicians fear the GOP statehouse leadership so much they won't fight for the little people.</p> <p>And where is Gov. Otter? We give him credit for trying at first with the original plan and gas tax proposal, but where has he been since? He should have been fighting for CC from the top down while the local guys were fighting from the bottom up.</p> <p>What he, and most of the GOP seem to forget when it comes to taxes; The most expensive hidden tax are bad roads. Everything from commerce to car repair bills and accident rates go in the wrong direction.</p> <p>What I think should happen;</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83607 Chris and Sheryl Morris Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>1. Implement the gas tax increase 2. Improve three lanes all the way to Caldwell's 10th St. exit. 3. Replace the Ustick Rd./I-84 overpass, which is a 1966 bridge and add a major exit there. 4. Put the Hwy 55/Karcher Rd. corridor running West/South from about Middleton Rd. to 10th St. on emergency upgrade status. It's possibly the most dangerous stretch of road in the valley. 5. Fix or completely redesign exit 35. It's become a death trap.</p> <p>Thanks for considering our opinion.</p>			
<p>I wish to comment on the decision to table the Nampa-to-Caldwell freeway restoration project.</p> <p>My husband and I travel to Nampa and Boise often to see family. We have always thought that this stretch of freeway, from Caldwell to Nampa, needs repair. It should be widened, as well, to allow proper traffic flow.</p> <p>Also, I am especially concerned about the left hand lane that merges right just before the under pass at Franklin Road as one travels west. That is a very dangerous situation. Proper traffic flow is reduced too quickly. Drivers do not always have enough time to adjust to the quick merger of traffic.</p> <p>The improvements from Franklin Road to Garrity and further east are wonderful. The traffic flow opens up and you feel like you are safe. However, driving west from Boise, one knows that ahead is a dangerous bottleneck of traffic, once you pass Garrity Blvd.</p> <p>My hope is that you will restore your plans to improve the stretch of freeway between Franklin Road and Caldwell.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Judy Huter Council</p>	<p>Email</p>
<p>I am not sure who I am supposed to direct my e-mail. Please forward my suggestion to the appropriate individual or committee.</p> <p>I would urge the ITD to fully fund widening I-84 to three lanes on each side from Franklin to the first exit in Caldwell beginning in the Fall of 2015. I have driven from Mesa, Arizona to Portland, Oregon this year. I can without a doubt say this is the worst Interstate Road I have ever driven on. I also urged Representative Joe Palmer Chairman of the House Transportation Committee to fix this section of the Interstate.</p> <p>The two entrance to I-84 between Nampa and Caldwell are very dangerous. I have seen three truck wrecks, numerous fender benders, and one fatality.</p> <p>This needs to be done even if it takes more Garvve Bonds. Quite honestly, it is an embarrassment to Idaho.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Ed Strong</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Thanks for your help last week. With your help to understand, here are a couple of additional comments:</p> <ol style="list-style-type: none"> 1. Farmway and Karcher is a critical intersection, it is understandable to be making investment here. Riverside is also a very important intersection, but less critical as nearly as we can observe than Farmway. There is one huge matter of concern on SH55 with these projects – that is, as we understand, they are not being designed to comply or harmonize with the SH55 Corridor Plan. I would give my professional opinion that ITD’s Corridor plan is a superb solution to the safety and mobility concerns on SH55 while also preserving, more than any other alternative, the “economic opportunity” element of ITD’s mission. It would be wiser for us to concentrate the investment on SH55 to build a segment of the corridor or sacrifice a project further to the west end in order to build the new intersection improvements to the Corridor plan standards. The current trajectory, if we have correctly understood, will result in millions of dollars in construction that will be done away when the corridor is finally built per the plan. 2. I secondly just wanted to reiterate the importance of programming a project in the near future to repair and add capacity to I-84 from Franklin to Caldwell. It would reassure us to know that it will be in the program in the near future. Even with that, significant ITD resources will fall to costly maintenance of a heavily dilapidated section of our interstate stewardship; a problem for our own commerce, safety, mobility and for interstate traffic encountering it as nearly the first thing they experience in Idaho. 	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Brent Orton Caldwell</p>	<p>Email</p>
<p>I reading your comment in the Idaho Press Tribune it is hard to understand that you don't have the funds to repair our roads when the Dept. decided not to license some R V's because they were to wide and give the money to some of the money rich counties ? At that meeting it was indicated that you didn't need the money from the RV's?</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Frank B. DeMark Caldwell</p>	<p>Email</p>
<p>I am interested in the Caldwell to Nampa I-84 controversy. If the work is put off until FY 2019 the folks will be driving on gravel and extremely dangerous conditions that will lead to accidents.</p> <p>As a former Caldwell City Councilperson, I would recommend placing two signs - one at Garity in Nampa on the west bound lane stating unsafe conditions ahead and at the west end of Caldwell on the east bound lane with the same signage. Is this part of your plan?</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Gerald Langan Caldwell</p>	<p>Email</p>
<p>Thank you for the opportunity to comment. I commute from Caldwell to Nampa every day and have also spent considerable time to/from Boise and Ontario. The stretch of freeway between Nampa & Caldwell, both east & west bound, is by far the worst stretch of freeway I have travelled in a long time. The roadway is extremely rough and I can't even imagine what it will be like after another winter. The patchwork that has been done is dismal and looks terrible. (What an unappealing entrance to our beautiful state from the west.) I have learned to drive with one side of my car right on the solid white line to smooth out the ride just a bit, however that isn't going to last long as I've seen many other drivers with the same idea (and it's still a bumpy ride).</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83687 Leona R. Fouts, Controller Premier Alliance Financial Companies Nampa</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I am very disappointed that the freeway between Caldwell and Ontario is getting such attention. That roadway wasn't even close to being as horrible as the Caldwell to Nampa stretch. I do understand that the previous plan was to widen between Nampa & Caldwell, thus the Ontario stretch was probably on the docket to start (or already started) when the plan had to be revised due to budget issues. It's just annoying to see all the work between Nampa & east Boise, and the work to Ontario, while Caldwell is totally ignored. Perhaps the decision makers should be required to drive that piece of freeway twice a day....I believe their perspective will certainly be enhanced.</p> <p>The 3-lane to 2-lane neck-down west bound in Nampa is dangerous (crazy, impatient drivers) and congested. While that bottleneck is truly an annoyance, I am more concerned with the road condition between Nampa/Caldwell. Please, please don't delay improvements to that stretch of freeway!</p> <p>Thank you for your time and efforts on behalf of the residents of Canyon County.</p>			
<p>I am writing to let you know how dismayed I am that I-84 from Franklin Blvd. to Franklin Rd. will not get expanded and nor will it get fixed. Big trucks have pounded this stretch of pavement to a shameful degree and harsh winter weather has not helped either.</p> <p>There are thousands of drivers using this stretch of I-84 and the rough condition is certainly not a welcoming piece of pavement for out of state visitors.</p> <p>If you can't fix this piece of pavement then consider lowering the speed limit to a safer limit. It is my opinion that 65 mph can't be a safe speed limit on this deteriorated stretch of road.</p> <p>Also, I would like to comment that in years past how poorly weeds and spraying the cracks has been done on the Canyon County side of the Interstate. Ada County seems to get constant attention with respect to weeds, trash and general maintenance of the Interstate Hwy.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Paul and Karen Alldredge Caldwell</p>	<p>Email</p>
<p>I am completely bewildered that I-84 between Nampa and Caldwell seemingly isn't a priority for ITD. That stretch of patched roadway is a hazard and an embarrassment.</p> <p>Why on earth is the section of freeway between Ontario and Caldwell being redone? It was only finished about 3 years ago and was in great shape and a beautiful cement stretch of freeway.</p> <p>20/26 and Nampa Caldwell Blvd are primed and ready to take on the extra traffic off the freeway so that construction can be done. Why on earth wasn't this bailing wire and chewing gum stretch of road chosen to be repaired instead of the area between Ontario and Caldwell? Just curious</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Netti Davis</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I wish to express my deep concern regarding the deplorable state I-84 is in between Nampa and Caldwell. I travel this stretch of I-84 every day. The transition from 3 lanes to two going west bound at the Franklin Interchange in Nampa is down right dangerous. First of all the change occurs virtually under the overpass. This location is not easily visualized by drivers who are not familiar with this section of highway. As the freeway heads west the road surface changes from cement to asphalt. The asphalt is in deplorable condition. There has been so much crack sealing the road is rough but worse than that the crack sealing glistens in the sun light and is very prominent at night. The crack sealing obscures the skip lines and the fog lines. When the lanes are changing direction to adjust for the change in the number of lanes this adds to the confusion, especially for the driver that is unfamiliar with these conditions.</p> <p>The Interstate is very rough. This is particularly true on the east side of exit 29. There is a great deal of crack sealing and pothole patching especially in the slow lane on each side. The road surface is in total failure. From a safety point of view, I do not see how ITD can continue to put off resurfacing this stretch of I-84. I know that some drivers including myself do not like to drive on the right lane because it is too rough and dangerous. This results in more slow drivers staying in the fast lane which causes anxiety to other drivers want to pass.</p> <p>Finally regarding design the following should occur:</p> <ol style="list-style-type: none"> 1. Expansion to 3 lanes each way past the Karcher Exit. 2. Rebuild and resurface all of I-84 to Exit 29. 3. The overpass on the east side of Karcher Exit should be torn down and moved to the east to allow more room for cars to merge onto the freeway particularly going east. 4. Build the Ustick exit <p>ITD needs to do better weed control. They let the weeds get too high and this is hard on the shoulders of the Freeway which are failing.</p> <p>In all I-84 has all the signs of road surface distress inclusive of fracturing, distortion and disintegration. What will happen if this continues: reduced speed and weight limits.</p> <p>SOMETHING MUST BE DONE! NOT IN 2019 but in 2015!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Wm F. Gigray III</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>The condition of I 84 thru Canyon county is atrocious to say the least. I fail to see the logic of the prioritization of the Highway 16 extension over the rebuild of I 84. Is the traffic on Highway 16 in excess of that on I 84? The dollars invested would have paid a far better return for a larger number of people state wide, if I 84 thru Canyon county had been rebuilt. Politics.</p> <p>I've lived, worked and have driven in Nigeria, Thailand, Malaysia and Singapore and Houston Texas. I returned to Idaho in 1987 and have been present for the huge changes in the highway system since. I worked in downtown Boise for the last 14 years and made a daily 64 mile commute. The whole route has been rebuilt, some areas as many as 3 times but not the road in canyon county.</p> <p>Traffic is being poured from both the east and west in to the bottle necked area of Canyon county. We are stuck with a road that is outdated in the volume of traffic it was designed to accommodate but more importantly the weight limitations of the original design and construction are being exceeded.</p> <p>80 mile per hour east bound traffic that enters the Caldwell area is not transitioning well to the slower 65 speed limit, We are also seeing an increase in truck traffic from the new Simplot plant and the industrial area west of Caldwell. There is also a marked increase in the semis with double and triple trailers. Most of the triple trailers are lightly loaded UPS/ FedEx etc Passing these rigs while their trailers are whipping back and forth across lanes is "interesting", almost as much as watching them pass each other. For more fun add a moderate cross wind!</p> <p>There are seasonal considerations especially the sugar beet trucks pulling trailers that are excessively heavy using an Interstate not designed to take these loads.</p> <p>"Maintenance" is typical of a third world country. Pouring tar into the cracks of a failing pavement is not maintainance. What patches that are put down are lumped on to the road and not blended into the existing surface. This creates numerous pronounced grooves and ruts in the pavement. I am amazed that some motorcyclist hasn't been killed trying to negotiate that stretch of road in the dark.</p> <p>I 84 thru Canyon County NEEDS TO BE RIPPED UP AND REBUILT ASAP !!!</p> <p>Sorry for the rant...but we need help.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Tom Hom</p>	<p>Email</p>
<p>I read and wonder who and not just the \$\$\$ make the decisions to continue to push the I84 between Franklin road in Nampa and the Franklin exit in Caldwell not to be fixed. The interstate is HORRIBLE. I have to drive it frequently. The patching that was done has NOT helped that much. I feel it is dangerous. Someone told me there wasn't as much traffic and other areas needed it more. WRONG!!! THIS AREA SEEMS TO GET "put off" or delayed" another year, another year...</p> <p>PLEASE DO THIS PART OF THE INTERSTATE SOONER THAN IT IS SCHEDULED.</p> <p>Look at all that has been done and is being done in ADA county and the highway between Nampa and Boise. I drive that road a lot also and it will be better when done.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 RaVena Baker Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I was born in Caldwell Idaho 76 years ago, and seen this type of thing happen many times.</p> <p>Also Highway 55 really needs to be fixed. My loved ones and I drive this highway frequently also. Read they are putting in stop lights, will be great until they can do more..</p> <p>Thank you for any and all you can do for us in the above.</p>			
<p>Please see attached letter from the Caldwell Chamber of Commerce.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Theresa Hardin Executive Director Caldwell Chamber of Commerce</p>	<p>Letter Via Email</p>
<p>Please see attached letter from ACHD.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83714 Mitchell A. Jaurena ACHD Commission Vice President</p>	<p>Letter Via Email</p>
<p>RE: expanding I-84 between Nampa and into Caldwell seems a top priority, traffic gets backed up at franklin every night you say the cost is \$120M. I understand there is \$200M left in the Garvee bond program use this! We need to keep our Interstate updated or we will be in big trouble, More cars on the Interstate everyday. It's a no brainer!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83687 Anonymous</p>	<p>Letter</p>
<p>Please see attached letter from the Canyon County Commissioners.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Canyon County Board of Commissioners Steven J. Rule, Chairman Kathryn Alder Craig L. Hanson</p>	<p>Letter Via Email</p>
<p>I wish to express my concerns about the maintenance of I-84 between Nampa and Caldwell. I live in Nampa and work in Caldwell. I do not believe there is a worse stretch of freeway in all of Southern Idaho that this small stretch of road. It is rough and just not maintained well. There is tar patches that are not sealed and I am concerned about the affect on my tires and car's suspension.</p> <p>I would love to see three lanes each way but I would vote to just have the payment replace like it has been done between Boise and Mtn. Home, also the other side of Burley.</p> <p>Anything you can do to empres upon the powers at be to get this work done as soon as possible would be most appreciated. 5 years out is just too long to get this work done.</p> <p>Thanks for your consideration.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83651 Lynn Robinson Nampa</p>	<p>Email</p>
<p>It is my understand that improvements to I84 between Nampa and Caldwell have been cancelled by the COMPASS program. I am incredibly unhappy and do not agree with this change! As a citizen and tax payer of Caldwell, our city needs such improvement and</p>	<p>Comment provided to the COMPASS Board of Directors</p>	<p>Dorys Delacruz</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>should not be restricted. I am sure all of you know what a mess the freeway is after you leave the Franklin interchange in Nampa. The conditions will only worsen and it will be unsafe to travel in. I want you to reconsider this decision and understand and know we count in Caldwell.</p>	<p>and the Idaho Transportation Department</p>		
<p>No way would the road between the Franklin interchange in Caldwell and Franklin Road in Nampa pass any kind of reasonable inspection. And, I 'm speaking of the road lanes themselves not mentioning the horrible condition of the shoulder on the passing lane where weeds are growing through the cracks. The entire right-of-way is disreputable and shows a total lack of consideration for Caldwell as a viable productive area of the Treasure Valley. ITD needs to find the budget means to improve this stretch of highway or we can truly become a no-man/no-woman's land. Thank you,</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Sharon Hubler Caldwell</p>	<p>Email</p>
<p>I84 between Franklin and Caldwell is a complete mess and downright scary. It is unacceptable for Compass to discontinue work in this area especially for those people who commute to Meridian and Boise daily!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Amy Lindsay</p>	<p>Email</p>
<p>Compass needs to rethink its decision not to improve I-84 between Nampa and Caldwell. The road is becoming especially dangerous, with the cracks and uneven surface covering nearly all of the roadbed. There may be less car traffic in that stretch, but the number of semi's and long loads remains the same as other stretches between Boise and Nampa. I have personally seen several triple-trailer semi's sway and bounce over the cracks and patches many times. Fix it before someone is killed because of the bad surface, and Compass and ITD get sued.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Madeline Buckendorf</p>	<p>Email</p>
<p>Hi, I-84 between Franklin in Caldwell and Franklin in Nampa is sooooo bad. I take ustick till it's safe further on. Get truckers to pay their fair share. They're harder on roads.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>Please see attached letter from the City of Nampa.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83651 Robert L. Henry, Mayor Nampa</p>	<p>Letter Via Email</p>
<p>I was disappointed to hear that improvements to I84 between Nampa and Caldwell have been cancelled. That particular section of freeway is in bad disrepair, particularly just east of the Franklin exit in Caldwell. I hope you will reconsider and reinstate the improvements.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Maurine Johnson Greenleaf</p>	<p>Email</p>
<p>It seems there is always enough money to keep fixing I-84 around the Boise area, but anything going East is the slum areas and not worth fixing. Try spreading the money out a little better.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>I would like to provide my comments on the removal of I84 improvements from the ITD budget. I feel, and ITD basically confirmed I84 in Canyon County is in desperate need of not only resurfacing a, also widening to properly accommodate the daily traffic use. I find it very hard to understand how ITD ca spend millions of dollars to improve drainage on I84 in the Boise area, which by the way I have never seen flood in my 20 years in this valley, and millions more to construct part of highway 16 that may or may not connect</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83686 Gregory G. Smith Nampa</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Emmett and I84 some say when tens of thousands vehicles use I84 daily. It is obvious to anyone who travels I84 in Canyon County that improvements are desperately needed. I travel I84 daily to and from Boise and Canyon County is in much worse condition. Thank you for considering my comments.</p>			
<p>I am a fuel tanker driver. I drive this road everyday along with many of my co workers. This road is in terrible shape. It was narrowed down from 3 lanes to two lanes at one of the busiest areas rather than taking it past Nampa. There are wrecks daily and the asphalt is in horrible shape. You need to have a death grip on the wheel to keep yourself in the lane and to keep from jumping into other traffic. The road has not been worked on except for maybe a squirt or two of tar into the cracks. It is a very busy stretch of freeway that drastically needed fixed long ago. The band aid that was put on it was worn out before it was ever applied. You really need to look into this section of highway before you lose more lives.</p> <p>Thank you for your time..</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Stanley Black</p>	<p>Email</p>
<p>I would like to add my voice to those encouraging reconsideration of improvements of I84 from Nampa to Caldwell. It is in very bad condition, I would say almost unsafe as one leaves Caldwell, going east. We in Canyon County send a lot of our population to Ada County and back everyday for employment. The means of commuting certainly considers more consideration than to be put on the back burner, or taken completely off the stove, for the near future.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Elaine Carpenter Caldwell</p>	<p>Email</p>
<p>Most of my concerns about the Regional Plans and Five Year Workplan are in regard to the lack of sensible/simple cost/benefit analysis to reduce the unnecessary extent of declining public health and safety, and perceived deficiencies in transportation planning to protect and preserve our heritage and community quality. I can only address our area, so will try to list once again the issues for the record that we have been addressing with your agencies for more than twenty years. Others before us tried for decade to protect our neighborhood's schools and children.</p> <p>There are plans and budgets to encourage more cut-through highway type traffic to and from State HWY 55, Eagle, East End, Hidden Springs, Bogus Basin, and Harris Ranch, etc., via Hill Road, through Boise's Historic North End, without concurrent plans to deal with the impacts downstream in neighborhoods who have documented traffic impact problems since 1981, the largest traffic hazard increases being manipulated through the highest possible numbers of schools, children, and bike routes. This greatly multiplies the vehicular and pedestrian and cyclist conflicts, directly reducing connectivity and safety for the most vulnerable citizens and their families.</p> <p>In the 1970s and/or early 1980s the Regional Planners adopted a Transportation Plan for Boise's North End that chose 18th Street as the new through-route to save Harrison Blvd. Due to claims of corruption, threats, etc., the traffic was suddenly moved into and through multiple school zones along 15th and Fort Streets, despite such actions being in violation of local planning documents, ethics, common decency, and Federal planning guidelines. Many of the people involved are still politics, which may be why this very</p>	<p>Comment provided to the COMPASS Board of Directors and the Ada County Highway District</p>	<p>83702 Cherie Cole Boise</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>basic planning error and violation of public trust has yet to be corrected.</p> <p>On the most fundamental level, doesn't it make sense not to "plan" to push the most dangerous and increasing vehicular and human risks into the highest volumes of children, which in turn affects the most families across the entire neighborhood???</p> <p>Both the children and the schools themselves are worthy of significant protection of those community assets. This is an open grid neighborhood - there is ZERO need to push cut-through traffic, and stranger dangers, into the children and schools' environments, as well as the cycling community's historic Ridge to River Bikeway along 15th Street. Something near 3,000 children are at much higher daily risk than necessary on this one route alone. I know other streets have issues, but this is so ridiculously apparent that I don't know how any agency can ignore and worsen the problem for so long.</p> <p>In regard to preservation of this famous Historic neighborhood, who really thinks it is wise to hack the heart out of the center of the neighborhood, waste the school/public assets, endanger generations, and split Harrison Blvd from Hyde Park with a State Street type traffic corridor?</p> <p>I feel I cannot write enough to get this aspect of Environmental Justice, Social Engineering, reckless disregard to Public Health and Safety, proven increased cancers and other long term health problems in children and ongoing generations in too-close proximity to traffic pollutants, further relating to community economic viability and indigent health care.</p> <p>We received 98% support for traffic calming along 15th Street many, many years ago, went through years and years of processes, were told by ACHD it was fully funded, yet the project is still less than 50% constructed. The traffic has been redirected even more intensely off Harrison Blvd and into the school streets since then, magnifying the traffic hazards despite 30 years of public input and investments. We read about support and encouragement for more cycling and "Safe Routes to School, which would help with pollution, the diabetes epidemic, social isolation, yet the transportation planning works violently and relentlessly against the survival of what "neighborhood" and "community" mean. What good does public input really do? Or federal transportation planning standards? Sent without edit, October 3, 2014</p>			
<p>As Manager of the P.E.O. Chapter House I urge you to continue the plan to improve the freeway all the way to Caldwell. The health of our community and our citizens depends on the life link that the freeway provides. Please don't cut us out of the Treasure Valley.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Darlene Harryman, Manager P.E.O. Chapter House</p>	<p>Email</p>



City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Mayor
James D.Reynolds

Council Members
Mark Butler
Mary McFarland
JeffKunz
Stan Ridgeway

September 24, 2014

COMPASS

Attn: Toni Tisdale
700 NE Z00 Street, Suite 200
Meridian, ID 83642

Idaho Transportation Department
Attn: Amy Revis, District Engineer
P. O. Box 8028
Boise, ID 83707-2028

SUBJECT: Proposed Changes to the DRAFT FY2015-2019 Regional Transportation Improvement Program (TIP)

Dear Transportation Agencies,

The City of Eagle received notice on September 19, 2014, that the comment period for the FY 2015-2019 TIP was being extended to allow for additional agency comments due to significant changes in the program initiated by the Idaho Transportation Department. While historically the Eagle City Council would provide comment on these matters, City staff is providing the following comment on the projects that are new or changing within the City's planning sphere of influence due to the short timeline and limited public comment window provided to address these changes.

Projects proposed for addition as compared to original draft FY2015-2019 TIP

- ITS, S8-55 (Eagle Road) Adaptive Signals, Ada County (8339)
 - Listed under "New roadway safety projects"
City Comment: The City supports projects that will increase safety along the SH55 Corridor.
- SH-16 and Beacon Light Road Intersection Improvements, Ada County (8338)
 - Listed under "New roadway safety projects"
City Comment: The City would ask ITD and COMPASS to review the City's comments on the 2014-2018 Integrated Five Year work Program provided in a letter to the Ada County Highway District, dated April/29, 2014 (see attached).
- SH-55, Overhead Message Sign Near Avimor, Ada County (H344)
 - Listed under "New roadway maintenance (preservation and restoration) projects"
City Comment: The proposed project is not consistent with the City's sign Code (ECC 8-2A) but staff recognizes the project will be constructed outside of City limits.

Projects proposed for changes in scope as compared to original draft FY2015-2019 TIP

- SH-55 (Eagle Road) and SH-44 Intersection, Eagle (13476)
 - o Convert to major intersection improvements and delayed; project in Early Development Program - construction considered unfunded
 - o Listed under "Major re-scope roadway projects"
City Comment: The City has had very limited discussions with ITD on this change and limits comment until additional public participation and design can be included. The City's concerns that should be included in the project design and development include pedestrian safety (including grade separated crossings), local road access and crossings mid-mile between Edgewood Lane and Eagle Road, impacts to the local road network including, but not limited to, the Eagle Road and Plaza Drive intersection and the Eagle Road and State Street intersection to the north of the project site. Further, staff is concerned about the project being "unfunded" beyond initial design. If ITD conducts public participation and selects a locally supported design it is imperative that the project move forward to construction in a timely manner otherwise the community may see the process as disingenuous and the project may quickly lose the community's support.

- o US 20/26, Meridian Road and Locust Grove Road Intersections, Meridian (13941)
 - o Removed Meridian Road intersection and advanced to 2017
 - o Listed under "Major re-scope roadway projects"
City Comment: The City supports the advancement for these projects from 2018 to 2017.

The City staff strongly urges that in the future changes of this significance from ITD be delivered to COMPASS prior to the customary/formal public comment period for the TIP. Further, that significant changes should be discussed with the local jurisdictions prior to requesting comment and in a manner that allows for the active engagement of our elected officials (5-days is not sufficient to promote a public process at the local level). If you have any questions please do not hesitate to contact Nichol Baird Spencer in our planning Department at 939-0227.

Sincerely,



James D. Reynolds
Mayor

Cc: Eagle City Council
ACHD
File



City of Eagle

P.O. Box 1520
Eagle, Idaho 83616
208-939-6813

Mayor
James D. Reynolds

Council Members:
Mark L. Butler
Mary McFarland
Jeff Kunz
Stan Ridgeway

April 29, 2014

Ada County Highway District
3775 Adams Street
Garden City, Idaho 83714

SUBJECT: City of Eagle Recommendation on 2015-2019 IFYWP

Dear Commissioners,

Thank you for the opportunity to provide agency comments for the 2015-2019 IFYWP. The City appreciates ACHD's efforts to keep the City's top priority projects funded. The following list is the City's recommendation for the agency requests for the 2015-2019 IFYWP:

Rank	Project Name	Request Description
1	Plaza Dr to State Street, including the Eagle/State intersection	Implement traffic and safety improvements needed to improve traffic flow on Eagle Rd from Plaza Dr north to State St with an in depth study, and answers provided to the public, regarding the safety of, included but not limited to, the following high risk groups: bicyclists, children, elderly, hearing impaired, pedestrians, scooters, visually impaired, and wheelchairs for all potential alternatives for this intersection.
2	Hill Rd Extension, SHSS/State Street	Construct the extension of Hill Rd between Horseshoe Bend Rd and E. State St, including center medians at specified locations.
3	Beacon Light Rd/SH 16	The intersection should be looked at for safety. If safety warrants, install a signal at this intersection. But ultimately work with ITD to provide a disconnect between Beacon Light and SH/6
4	Ballantyne/Floating Feather	Intersection improvements (including improvements to the east leg of the intersection).
5	Floating Feather Rd/Park Ln	Intersection improvements.
6	Eagle Rd, Floating Feather Rd/Beacon Light Rd	Curb, gutter, sidewalks, and bike lanes on both sides of Eagle Rd. from Floating Feather to Beacon Light Rd.
7a	Linder Rd, Boise River/SH44	Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from Chinden Blvd (across the Boise River) to SH-44.
7b	Linder Rd, Chinden Blvd/Boise River	Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from Chinden Blvd (across the Boise River) to SH-44.
8	Beacon Light Rd	Preserve right-of-way from SH-16 to SH-55 for no more than 3-lanes.
9	Floating Feather Rd Alignment	Remove tire offset at Palmer Ln. and install curbs, gutters, and sidewalks since this road serves as a connecting route for multiple area schools.
10	Three Cities River Crossing	Continue to pursue right-of-way acquisition and construction of the Three Cities River Crossing project.

Rank	Project Name	Request Description
11	Linder Rd, SH44/Floating Feather Rd	Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from SH-44 to Floating Feather Rd.
ED1	Aikens St, Eagle Rd/2nd St	To enhance traffic circulation in downtown extend Aikens St. east to Second St. from its current terminus to Second St. as shown on the Transportation/Pathway Network Map 8.2 within the City of Eagle 2011 Comprehensive Plan.
ED2	Plaza Drive Extension Across SH44	Support the CN of Plaza Dr extending eastward from 2nd St to the existing segment of Plaza Dr within Rocky Mountain Business Park and then southward across SH-44 and connecting to Riverside Dr generally in the north-south alignment with Palmetto Ave. If the entire corridor cannot be constructed at one time, then first extend Plaza Dr from Second St across the ACHD-owned property.
CPI	Park Ln/Cardon St	Add pedestrian signal and lighting at existing pedestrian crossing for Eagle High School
CP2	Floating Feather Rd, Park Ln/Ballantyne Ln	Sidewalks on Floating Feather from Park Ln to Ballantyne.
CP3	SH44, Edgewood Lane/Horseshoe Bend Rd	Construct pedestrian improvements on SH-44 from Edgewood Lane to Horseshoe Bend Rd.
CP4	Beacon Light Rd, SH55/SH16	Requested pedestrian improvements (sidewalks) and bike facilities on Beacon Light Rd from SH-55 to SH-16.
CPS	Horseshoe Bend, SH44/Hill Rd	Construct pedestrian and bike facilities on Horseshoe Bend from SH-44 north to Hill Rd and continue on Hill Rd from Horseshoe Bend Rd west to SH-55
CP6	Dry Creek Pedestrian Underpass	<u>Phase One:</u> Project provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle. It will connect the Dry Creek Pathway and the northeast side with the Eagle Island Pathway system. <u>Phase Two:</u> will connect the Dry Creek Pathway to the Dry Creek Valley, SprinR Valley, and SH-55 in the City of Eagle.

Thank you for the opportunity to provide agency comments for the 2015-2019 IFYWP. The City appreciates ACHD's efforts to keep the City's top priority projects funded.

Sincerely,

James D. Reynolds
Mayor

cc: Eagle City Council
File

From: Brian Allen
Subject: Fwd: Condition of roads between Caldwell Airport and Exit
28 Date: Tue, Sep 23, 2014 1:31 pm

-----Original Message-----

From: Brian Allen
Sent: Tue, Jul1, 2014 7:33pm
Subject: Re: Condition of roads between Caldwell Airport and Exit 28

Mr. Rush,

Thanks for your reply to my inquiry concerning the condition of the 1-84 roadway. I am really looking forward to some improvement in the near future and hopefully will live long enough to see a new roadway from where they left off in Nampa to where the new 1-84 was started around Sand Hollow. You may surely utilize my comments for the public comment period.

Brian Allen

-----Original Message-----

From: Brian Allen
Sent: Tue, Jul 1, 2014 7:23 pm
Subject: Fw: Condition of roads between Caldwell Airport and Exit 28

-----Original Message-----

From: Adam Rush
Sent: Tuesday, July 01, 2014. 4:41 PM
To: Brian Allen
Subject: Condition of roads between Caldwell Airport and Exit 28

Hello Mr. Allen,

I shared your e-mail regarding the condition of roads between the Caldwell Airport and Exit 28 with transportation department staff members who are familiar with the area.

They identified the area as I-84 between Milepost 28.2 (just west of Exit 29), and Milepost 29.7 (where Linden Road crosses under I-84 by the Caldwell Airport).

This section has deteriorated more rapidly than some of the adjacent roadway. The transportation department is planning on cracksealing it and placing some thin lift patches with a grader in the next couple of months. Major repairs most likely will not occur until 2019, when there is a rebuild programmed for the section between milepost 28.3 and milepost 36 (where the GARVEE widening ends at Franklin).

At that time, work could include rebuild the route from the base up, which it needs.

If you would like, I could include your comments in the public comment period for the draft Idaho Transportation Investment Program. The department is currently accepting comments from the public on needed improvements to the highway

system. Having your comments submitted for the Idaho Transportation Investment Program would help your concerns to be shared with additional transportation department staff.

I could use your original inquiry from March of this year if you'd like to e-mail that to me.

Sincerely,

Adam Rush

Public Involvement Coordinator

Idaho Transportation Department

Office of Communications

Direct Line: 1-208-334-8119

E-mail Address: adam.rush@itd.idaho.gov

-----OriginalMessage-----

From: Brian Allen

Sent: Mon, Sep 8, 2014 2:15pm

Subject: Fw: Caldwell-area freeway work

-----Original Message-----

From: Reed Hollinshead

sent: Monday, September 08, 2014 2:03 PM

To: Brian Allen

Subject: Caldwell-area freeway work

Mr. Allen - There is no current plan for work on I-84 in the area west from Garrity to Caldwell, except for a project currently slated for 2019. There is an identified need, but no funding has been identified for any in-depth reconstruction or expansion of the existing highway in that area. One of the issues is that it must compete with all other needs statewide for transportation dollars, and the traffic volume drops off pretty significantly once you get past Garrity or Franklin heading west. However, we'll be keeping our eyes on it, and sheer traffic volume as Canyon County grows might dictate that something happens sooner rather than later.

Thank You!

Reed Hollinshead

Public Information Specialist

Idaho Transportation Department

208 334-8881

From: Brian Allen

Date: Saturday, September 6, 2014 at 11:53 AM

To: "Comments@itd.idaho.gov" <"mailto:Comments@itd.idaho.gov">

<Comments@itd.idaho.govmailto:Comments@itd.idaho.c;rov >>

Subject: I-84 corridor

I see on your website concerning the flow of traffic and commerce from west of Caldwell to the Boise/Meridian area, however I see nothing in the planning stages or otherwise from West of Caldwell to where the last freeway upgrade was stopped in the Nampa/Garrity area. Please let me know when this stretch of roadway will be done?

Thanks

-----Original Message-----

From: Brian Allen
Sent: Tue, Jul 1, 2014 7:24pm
Subject: Fw: Condition of Canyon County Road

From: [Brian Allen](#)
Sent: Saturday, March 08, 2014 6:28PM
To: [Ken Couch](#)
Subject: RE: Condition of Canyon County Road

Julie,

As you can see from all the attached, I was initially wrong on who controlled this portion I-84, and all the phone calls, etc. were handled expeditiously and professionally to get this complaint to the correct people.

Brian Allen

From: Ken.Couch@itd.idaho.gov
To: info@canvonhd4.org; [Brian Allen](#)
CC: jl.canvonhd4.org; jgibbons@canvonhd4.org; jmcevoyra@canvonhd4.org
Date: Thu, 6 Mar 2014 13:58:51 -0700
Subject RE: Condition of Canyon County Road

Thanks Elaine!

I will address this.

Thanks!
Ken Couch

Transportation Technician Principal
ITD Caldwell Maintenance
208-459-7429 ext 103 Office
208-830-3638 Cell

***CONFIDENTIALITY NOTICE: This e-mail message may contain legally privileged and confidential information exempt or prohibited from disclosure under applicable law. If you are not the intended recipient of this e-mail, please notify this sender immediately and do not deliver, distribute or copy this e-mail, or disclose its contents or take any action in reliance on the information it contains.

From: Canyon Hwy Dist 4 [<mailto:info@canvonhd4.org>]
Sent: Wednesday, March 05, 2014 4:22PM
To: 'Brian Allen'
Cc: ryoungblood@canvonhd4.org; jgibbons@canvonhd4.org; jmcevoy@canvonhd4.org; Ken Couch
Subject: RE: Condition of Canyon County Road

Hello Mr. Allen,

Thank you for your email and concerns regarding I-84 between the Middleton Exit and the Caldwell Airport. However, the state highways are maintained by the Idaho Transportation Department and I have forwarded your email to the District 3 office. Thank you for calling and following up on your email, as I said to you on the phone our office will be glad to forward your email to **ITD** and if you have any more questions their phone number is 459-7429.

Have a wonderful evening!!

Elaine Jessup
Administrative Assistant
Canyon Highway District No. 4
454-8135

From: Brian Allen
Sent: Wednesday, March 05, 2014 4:07PM
To: ryoungblood01@canvonhd4.org; jgibbons@canvonhd4.org; jmcevovia@canvonhd4.org; info@canvonhd4.org
Subject: Condition of Canyon County Road

Good day,

I am writing to you to complain concerning the road conditions between the Middleton exit and Caldwell Airport on I-84. This situation is prevalent both Eastbound and Westbound. I saw crews filling in holes with asphalt this afternoon near the Flying J exit, however these do not last very long, as the big trucks just dig them up and then the pieces fly every which way.

I went into Meridian today and I live in Caldwell and take the Caldwell entrance to the freeway, and there are numerous holes and places where the partial overlay which has been done in the past have large gaps in them and holes as well. Again, the trucks let fly various pieces of asphalt every which way and it is very dangerous either being quite a ways behind them or even passing them to get out of the onslot of objects being thrown at cars/trucks. I am sure quite a few windshields have been broken/cracked/chipped due to tins being done. Every time lately when I come home from the Boise/Nampa area or go into the same locations, I get pelted numerous times in these degraded areas. I have already fixed two chips in my windshield, and am just waiting to get a big enough chunk where I will be required to pay the price of a new windshield or headlight fixture on my vehicles.

My question is: what is being done to correct this situation other than filling the potholes? I believe a complete roadway coating is in order to take care of the situation.

Your prompt reply would be appreciated.

Thank You

Brian Allen

From: Brian Allen
Subject: Fwd: 1-84 Upgrade Garrity to Caldwell
Date: Tue, Sep23, 2014 1:30 pm

-----Original Message-----

From: Garret Nancolas <gnancolas@cityofcaldwell.org>
To: Brian Allen
Sent: Tue, Sep 9, 2014 8:04am
Subject: RE: 1-84 Upgrade Garrity to Caldwell

Hello Brian,

Thank you very much for your information and effort on this issue. As you know, this is a priority for Caldwell and we are very concerned over the condition of the Interstate. Sometimes hearing from the public helps our cause in keeping this effort at the top of ITD's radar screen!

We will continue to push through COMPASS as well as through our Legislators to get funding for this much needed project!

Garret

From: Brian Allen
Sent: Monday, September 08, 2014 9:20PM
To: Garret Nancolas
Subject: I-84 Upgrade Garrity to Caldwell

Mr. Mayor,

Thought I would keep you in the loop concerning my inquiry into why ITD does not have anything on their website as far as future planning for the Garrity to Caldwell I-84 upgrade. I do not understand why they upgraded Ontario to Caldwell instead of spending the funds to complete our section of I-84. I have written to all of our legislators, the heads of both House and Senate Transportation Committee chairs, and the House and Senate Leaders with attachments of my e-mail and the reply from ITD. I sure hope that some of these people have had the opportunity to drive both the Eastbound and Westbound segments of I-84 between Garrity and Caldwell to see how poor a condition most of it is, especially just outside Caldwell up to the Caldwell Airport. Thanks, and looking forward to having you in office in Caldwell for many years to come.

Brian Allen

-----Original Message-----

From: Reed Hollinshead
Sent: Monday, September 08, 2014 2:03PM
To: Brian Allen
Subject: Caldwell-area freeway work

Mr. Allen- There is no current plan for work on I-84 in the area west from Garrity to Caldwell, except for a project currently slated for 2019. There is an identified need, but no funding has been identified for any in-depth reconstruction or expansion of the existing highway in that area. One of the issues is that it must compete with all other needs statewide for transportation dollars, and the traffic volume drops off pretty significantly once you get past Garrity or Franklin heading west. However, we'll be keeping our eyes on it, and sheer traffic volume as Canyon County grows might dictate that something happens sooner rather than later.

Thank You!

Reed Hollinshead
Public Information Specialist
Idaho Transportation Department
208 334-8881

From: Brian Allen
Date: Saturday, September 6, 2014 at 11:53 AM
To: "Conunents(witd.idaho .gov <mailto:Conunents riV,itd.idaho.gov>)"
< Comments@itd.idaho .gov <mailto:Comments@itd .idaho .gm->>>
Subject: I-84 corridor

I see on your website concerning the flow of traffic and commerce from west of Caldwell to the Boise/Meridian area, however I see nothing in the planning stages or otherwise from West of Caldwell to where the last freeway upgrade was stopped in the Nampa/Garrity area. Please let me know when this stretch of roadway will be done?

Thanks



October 1, 2014

Matt Stoll, Executive Director
COMPASS
700 N. East 2nd Street, Suite 200
Meridian, ID 83642

RE: FY15-19 Regional Transportation Improvement Program

Dear Director Stoll:

The Caldwell Chamber Transportation Committee has reviewed the recent changes to the draft FY15-19 Regional Transportation Improvement Program and provides the following comments for COMPASS' consideration:

1. ITO included, and subsequently removed, a project to rehabilitate Interstate 84 from US Highway 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. We encourage ITD to continue to seek funding to improve this section of 1-84 in Canyon County. We note that the average annual daily traffic has increased 11% since 2008, and a significant investment is necessary to add capacity between Caldwell and Nampa in addition to the need for pavement restoration. Members of the Chamber's transportation committee are willing to form a working group to identify an improvement and funding plan. ITO needs to work as a partner with the affected local communities to identify the range of short- and long-term improvements that are critical to the current needs of existing businesses and residents as well as the future economic growth of Canyon County.

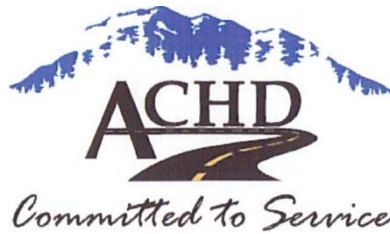
2. We support the expansion of the project at the US 20/26 and Farmway Road intersection to include both left and right turn lanes on US 20/26. There are adjacent commercial and industrial land uses and the improvements will enhance the economic value of these uses.

Thank you for your consideration of our comments. Please do not hesitate to contact me if you have any questions.

Sincerely yours,

Theresa Hardin

Theresa Hardin
Executive Director
Caldwell Chamber of Commerce



John S. Franden, President
Mitchell A. Jaurena, Vice President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

October 1, 2014

Matt Stoll
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the proposed major changes to the DRAFT FY2015-2019 Regional Transportation Improvement Program (TIP). ACHD is appreciative of COMPASS' support of Ada County projects through grant funding, and ITD's focus on road safety projects. ACHD continues to be concerned regarding the lack of capacity improvements programmed on SH20-26 (Chinden) and SH44. In regards to the major changes to the TIP, ACHD offers the following comments for your consideration:

Projects proposed for addition as compared to original draft FY2015-2019 TIP

- ACHD fully supports the addition of an adaptive signal improvement project on State Highway 55 (Eagle Road) in FY 2017. ACHD agrees that there is an immediate need for signal timing improvements to provide a safer road for the public and to improve the flow of traffic on Eagle Road and connecting arterials.
- ACHD is pleased that ITD has chosen to include in FY 2017 a signal improvement project at the intersection of SH-16 and Beacon Light Road. ITD has had great success in making critical improvements by partnering with ACHD, and ACHD looks forward to working with ITD staff to implement this project and provide the public with a safer intersection.

Projects proposed for removal as compared to original draft FY2015-2019 TIP

- From a regional perspective, ACHD is concerned with removing roadway maintenance for 1-84, US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. Commuters have long since expressed concern with this section of 1-84. If it is not improved, trips reroute onto the local system, causing additional capacity concerns, especially on the already over capacity mobility corridors. ACHD understands the need to design and execute the proper maintenance and capacity solutions for all road projects, but does not support ITD's decision to remove this project from the TIP.

Projects proposed for changes in scope as compared to original draft FY2015-2019 TIP

- The intersection of SH-55 (Eagle Road) and SH-44 is in need of enhancement to improve function and level of service. ACHD understands the need to design the correct solution, and that the project is now being re-scoped, but ACHD does not support placing the project in PD.
- The corridor that has received the least attention is Chinden Boulevard (US 20/26), where directional lane volumes currently exceed the planning threshold in both the A.M. and P.M. peak periods. Advancing the Chinden Boulevard and Locust Grove intersection improvement project is a step in the right direction, but ACHD would also strongly support including the Chinden Boulevard and Meridian intersection improvement that was eliminated in this draft update.
- The DRAFT TIP also contains a project for a surface treatment on Chinden, Locust Grove to Cloverdale, which, teamed with the intersections, addresses some principal concerns here. Due to the funneling of

traffic from four lanes to *two*, though, neither the treatment nor the intersection improvement addresses the nature and significant magnitude of congestion in this corridor. In order to take advantage of any available funds for construction, ACHD strongly encourages ITD to begin the design of this heavily impacted corridor. Land development is increasing in north Meridian and there is insufficient capacity in the parallel ACHD roadway system to handle the traffic that needs to be served by the state highway system. The new connection of SH-16 has only exacerbated the situation. ACHD will discuss partnership opportunities with the State to improve our joint intersections in this area. We believe projects such as SH44/Linder and Eagle/McMillan have provided wonderful templates for how partnerships can materialize.

Projects proposed for changes in year (advanced or delayed) as compared to original draft

FY2015-2019 TIP

- The one-year delay of the Local Highway Safety Improvement Program project for Cherry Lane, between Linder Road and Meridian Road, is understandable, and ACHD supports ITD's decision. In the future, we would encourage ITD to notify sponsoring agencies first so that these agencies *don't* first learn of such delays in the publication of STIP change documents.

Development program - construction considered unfunded.

- ACHD strongly supports resubmission of SH-44, SH-16 to Linder Road, between Eagle and Star for next year's Statewide Competitive Program. This segment of SH-44 is in need of increased capacity and, like nearby Chinden Boulevard, receives limited relief from parallel ACHD roadways. Also like Chinden, ACHD would encourage ITD to begin the design of this impacted corridor to handle the traffic best served by the state highway system. Having a designed project would allow ITD to take advantage of construction funds that may become available in the future.

Other

- Due to the number of near miss incidents and the increase in traffic on South Orchard Access Road due to the Mobilization and Training Equipment Site (MATES), ITD, Union Pacific Railroad, and Operation Lifesaver have identified the need for an improved South Orchard Access Road Railroad Crossing. ACHD has approved the Construction State and Local Agreement with ITD and is prepared to move forward with ROW improvements when funding is available.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tfersch@achdidaho.org or 208-387-6157.

Sincerely,



Mitchell A. Jaurena
ACHD Commission Vice President

Cc: Compass Executive Committee



CANYON COUNTY COMMISSIONERS

Steve Rule
District I

Kathryn Alder
District II

Craig L. Hanson
District III

1115 Albany •• Caldwell, Idaho 83605 •• Telephone: (208) 454-7507 •• Fax: (208) 454-7336

October 1, 2014

Matt Stoll, Executive Director
COMPASS
700 N. East 2nd Street, Suite 200
Meridian, ID 83642

RE: FY15-19 Regional Transportation Improvement Program

Dear Director Stoll:

The Board of Canyon County Commissioners has reviewed the recent changes to the draft FY15-19 Regional Transportation Improvement Program and provides the following comments for COMPASS' consideration:

1. We understand ITD included, and subsequently removed, a project to rehabilitate Interstate 84 from US Highway 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. We encourage ITD to continue to seek funding to improve this section of I-84 in Canyon County. We note that the average annual daily traffic has increased 11% since 2008, and a significant investment is necessary to add capacity between Caldwell and Nampa in addition to the need for pavement restoration. Canyon County will work with ITD and COMPASS to identify funding strategies to complete the necessary short- and long-term improvements to the interstate.
2. We support the \$1,000,000 in FY19 funding for safety improvements at the US 20/26 and Franklin Road intersection in Caldwell.
3. We support the expansion of the project at the US 20/26 and Farmway Road intersection to include turn lanes. There are adjacent commercial and industrial land uses and the improvements will enhance the economic value of these uses.
4. The purchase of replacement transit vehicles in Parma and Melba is necessary to continue to provide mobility options for rural residents, and we appreciate the FY15 funding for these projects.

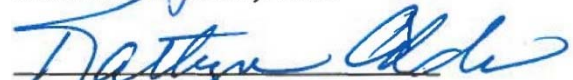
Thank you for the opportunity to comment on the proposed investments to the regional transportation system.

Sincerely,

CANYON COUNTY BOARD OF COMMISSIONERS



Chairman Steven J. Rule



Commissioner Kathryn Alder



Commissioner Craig L. Hanson

ROBERT L. HENRY
MAYOR



CITY HALL
411 3RD ST. SOUTH
NAMPA, ID 83651
(208) 468-5401
FAX: (208) 465-2227

OFFICE OF THE MAYOR

October 3, 2014

Dear Ms. Tisdale:

On behalf of the City of Nampa, I would like to formally register my concerns that the Idaho Department of Transportation may delay the upgrade and widening of I-84 between Caldwell and Nampa's Franklin Interchange.

This has been promised for years. We need that third lane to keep traffic moving through Nampa and westward into Caldwell.

- There's the safety factor. Just the simple narrowing from four lanes to two is a major traffic hazard for the high volume of commuters who travel from Canyon County to Ada County.
- We are concerned that businesses eying Nampa will be deterred by the fact that this major road improvement is not high on the priority list.

It is understandable that the Transportation Department may need to delay a project because of funding issues. But why does a major project go to the end of the list? Why a five-year delay?

I simply ask that you reconsider the needs and move the Nampa-to-Caldwell stretch of I-84 higher on the list and fund the widening and expansion sooner than 2020.

If you have any questions, please contact me.

Sincerely,

Robert L. Henry
Mayor

FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Amendment #1 November 17 through December 1, 2014

Number of comments received: Email: 7 Letter: 0 Phone: 1

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
On the US 20/26 and Farmway intersection, I think a traffic signal would be better than a warning signal, if funding is available. I think it would be better that way. I think a warning signal is a waste of money and time...Do it right the first time.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Carol Meek	Phone
<p>I realize there is limited ability for COMPASS to respond to the requests of the Treasure Valley citizens given the strangulation by the federal government and inflexible criteria on how transportation dollars can be spent. COMPASS is being forced into ridiculous positions of making sure roads have been evaluated for environmental justice, taking up valuable road space for the enormously limited numbers of people who ride bikes, and forced planning for mass transportation as boundaries of growth are set around our towns which force people into a more dense area. Perhaps if money was not wasted on such agenda driven projects there would be more money to invest in the improvement of our roads such as cited by so many citizens regarding the freeway section between Nampa and Caldwell.</p> <p>Regardless, I would like to direct you to two items for your future. This is the eventual goal of our federal government, perhaps your planning could get a jump start and just start planning for this now.</p> <p>http://www.activistpost.com/2012/07/agenda-21-dense-megacities-of-future.html http://agenda21news.com/2014/08/nightmarish-megacities-near-future/</p> <p>Happening in California and will eventually come to us http://www.america2050.org/</p> <p>And the UN plan for megacities http://www.unep.org/search.asp?q=megacities&sa.x=0&sa.y=0&cx=007059379654755265211%3Ajkngxjgnyii&cof=forid%3A11 and megaregions http://www.unep.org/search.asp?sa.x=0&sa.y=0&q=megaregions&cx=007059379654755265211%3Ajkngxjgnyii&cof=forid%3A11&siteurl=http%3A%2F%2Fwww.unep.org%2F</p>	Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department	Anonymous	Email

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Thank you for the opportunity to comment on the proposed Transportation Improvement Plan amendments including:</p> <ul style="list-style-type: none"> • A pavement restriping project on I-84 in Ada and Canyon Counties • Minor improvements at the intersection of US 20/26 and Farmway Road in Canyon County • Major improvements at the intersection of State Highway 55 and Farmway Road in Canyon County <p>We offer the following comments:</p> <ol style="list-style-type: none"> 1. Work on I-84 is essential. Amidst an entire network of critical highways and surface streets, Interstate 84 is a backbone for interstate and local travel, freight, and economy. We support needed improvements on I-84 and would again strongly encourage planning of both reconstruction and capacity improvements on Interstate from Nampa through Caldwell. 2. Improvements on State Highway 55 are certainly needed. Planned signalization projects will provide significant relief of congestion and will improve safety on that corridor. Both for the proposed Farmway and SH55 project as well as others, it is critical that design efforts and planning be synchronous with Idaho Transportation Department's Corridor plan for this area. Aligning present design work with the plan will help minimize loss of invested tax dollars, loss of infrastructure that might have to be replaced in a more costly way to enact the plan (if not built according to or harmoniously with it), and will initiate the measurable benefits of the plan immediately with the construction of three and now one more signalization project on this important corridor. <p>Sincere thanks for your consideration!</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Brent Orton, City of Caldwell</p>	<p>Email</p>
<p>Hello! Thank you for sending out the e-mail.</p> <p>I am wondering about a couple things in particular:</p> <ol style="list-style-type: none"> 1) What ever happened to the work that was to be done at the intersection of Karcher (Hwy 55) and Middleton? I thought that was supposed to be done a year or two ago. 2) There is a new high school being built just a mile South of Hwy 20-26. That area has been mostly farm land for a very long time, and I am concerned about the impact on the infrastructure, particularly the traffic implications. Is there something that can be done ahead of time to curb the issues that will surely come? I haven't seen anything about that in the plans (unless I missed it) <p>My comment is that we ought to focus on getting some of these on the books (and finished in the case of Karcher/Middleton) before moving forward further with other projects.</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Staff response to Mr. Thompson: The Karcher/ Middleton project was obligated at the end of the summer 2014 and recently bid for construction. Work on that project will begin when the weather permits.</p> <p>I am not familiar with the school you are talking about that will be south of US 20/26. I will have someone here look into the issue and get back with you.</p> <p>***</p>	<p>Doug Thompson</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
	<p>Thanks for your comments and information on the new high school.</p> <p>COMPASS is also concerned about large traffic generators. COMPASS provides information to the local land use agencies to indicate the impact of new developments on the transportation network. With the newest COMPASS long-range transportation plan, <i>Communities in Motion 2040</i>, our elected officials have asked us to increase our consideration of the role of transportation and the impact on farmland, housing, open space, and other quality of life issues. That information will now be included in our development reviews as well. Authority to grant approval or denial is still completely within the city or county's purview.</p>		

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Can you explain the difference to me between the 2 projects (18852 & 18841) on Farmway Road in Canyon Co. and also tell me where they are located?</p> <p><i>[Staff responded]</i></p> <p>Thanks Toni, I had a hard time finding Farmway but finally did and I thought this might be case but wasn't sure. How well do these projects fit into CIM? Will either include any infrastructure for bike/ped? I'm not seeing bike in either description and I think at least adequate ROW reserved for bike lanes on 20/26 might be a good idea.</p> <p><i>[Staff responded]</i></p> <p>...Thanks Toni. I expected that there would be no facilities leading up to these intersections. I know staff has proposed developing a regional bike plan, not sure it includes ped, but this is a good example of why COMPASS should do this. Something I fully support. We can't know whether a project needs to add either infrastructure if there is not plan. Has anyone looked at Caldwell's and Nampa's plans to make sure they don't have something in their plans that will connect to either in the future? If not I recommend this be included in the review.</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Staff responses to Ms. Smith: These are on opposite ends of Farmway. One for \$400,000 is at US 20/26 and Farmway. The other for about \$3,000,000 is at SH-55 (Karcher) and Farmway.</p> <p>Hopefully this helps. Call me on my cell if you would like more details. ***</p> <p>These are both safety/ intersection projects. Since there are no bike/ped facilities in the area leading up to the intersection, no bike/ped facilities are proposed for the intersection project at this time. No right-of-way acquisition is expected for either project. Your concerns will be shared with ITD for consideration during design.</p>	<p>83702 Deanna Smith, Idaho Smart Growth</p>	<p>Email</p>
<p>These comments are in support of the TIP Amendments to the projects listed here. The Improvements to State Hwy 55 at Farmway Road are particularly important due to the high number of fatal crashes there. We deeply appreciate your attention and inclusion of this in the list of projects to be completed in FY 2015-2019.</p> <ul style="list-style-type: none"> • A pavement restriping project on I-84 in Ada and Canyon Counties • Minor improvements at the intersection of US 20/26 and Farmway Road in Canyon County • Major improvements at the intersection of State Highway 55 and Farmway Road in Canyon County 	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83686 LaRita Schandorff, Bike Walk Nampa</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I do not have any concern with the three added projects and I feel they are warranted. However, I am concerned with project 12046 the Karcher Road (SH 55) and Middleton Road intersection. This was slatted for 2014 and I'm not sure if it has actually been completed, but that intersection is a huge problem for commuters and you can spend an extreme amount of time sitting at that intersection. I think that intersection needs to be seriously looked at for widening, round about or something. I think it should be put back on the list for some major change.</p> <p>That's my two cents. Thanks.</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Staff response to Ms. Burrows: The Karcher/Middleton intersection was obligated in late summer 2014, and was recently bid for construction. Work should begin as weather permits. (Once funds are obligated, the project is no longer shown in the Regional Transportation Improvement Program.)</p>	<p>Wendy Burrows City of Wilder</p>	<p>Email</p>
<p>I know that a new hearing will be held on Jan 15, 2015 regarding the development of the property between Gary and State by the Hawkins company. It seems to me that if this area is to be a "transportation node" that here should be retail and a parking structure with limited residential units. If people are to use public transportation from this "node" they will need parking--a very limited number of people will actually walk to this "node." Planning ahead for when there is a train or other HOV transportation up and down State Street, there needs to be parking. Look at BART and the Sacramento trains and you will see large parking near the nodes. Some are already inadequate. It would be smart that we plan ahead for this eventuality. Filling this land with a large residential development is short sighted and not in the best interests of being fiscally responsible.</p>	<p>Comments provided to the COMPASS Board of Directors Valley Regional Transit, and City of Boise</p>	<p>Claudia Fernsworth</p>	<p>Email</p>

T:\FY15\600 Projects\685 TIP\FY1519TIP\Public Comment\Public_Comments_Amend1.docx

FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Amendment #2 December 29, 2014 through January 12, 2015

Number of comments received: Email: 2 Letter: 0

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>We wish to express our thanks to COMPASS and Idaho Transportation Department for the efforts to elevate priority and identify strategy to improve the important segment of Interstate 84 that is subject matter in the amendment.</p> <p>Thanks again to both entities and to you Toni and COMPASS for all you do!</p>	<p>Comment provided to the COMPASS Board of Directors and Idaho Transportation Department</p>	<p>Brent Orton City of Caldwell</p>	<p>Email</p>
<p>My comment on I-84 through Nampa and Caldwell is that that part of I-84 is really bad with ruts and holes. It needs to be repaired as soon as possible.</p>	<p>Comment provided to the COMPASS Board of Directors and Idaho Transportation Department</p>	<p>83702 Susan Bradley Boise, ID</p>	<p>Email</p>

T:\FY15\600 Projects\685 TIP\FY1519TIP\Public Comment\Public_Comments_Amend2.docx

FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Amendment #4 March 23 through April 6, 2015

Number of comments received: Email: 1 Letter: 0

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>As a longtime resident of the East Greenhurst area I must protest the changes in signalization on Greenhurst road.</p> <p>The highly successful Round-a-bout on Happy Valley and Greenhurst is a model I would recommend for improvements in Safety, and traffic flow. The round-a-bout on old highway 30 and Star road is further proof that trucks can safely and efficiently navigate without stopping. Stop and go driving is neither efficient or safe and idling cars contribute to our clean air problem.</p> <p>I believe some new thinking is required.</p> <p>Thank you for your consideration</p>	<p>Comment provided to the COMPASS Board of Directors and City of Nampa</p>	<p>Hubert Osborne</p>	<p>Email</p>

T:\FY15\600 Projects\685 TIP\FY1519TIP\Public Comment\Public_Comments_Amend4.docx