STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Idaho's Transportation Projects for FY 1998, 1999, and 2000

(Projects / programs for fiscal years 2001 and 2002, and preliminary development are also included for informational purposes.)

Approved by the Idaho Transportation Board
September 1997

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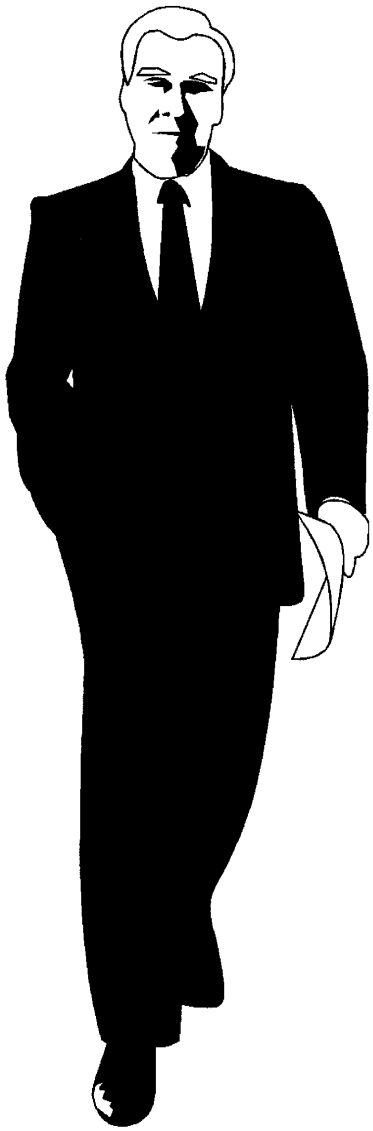
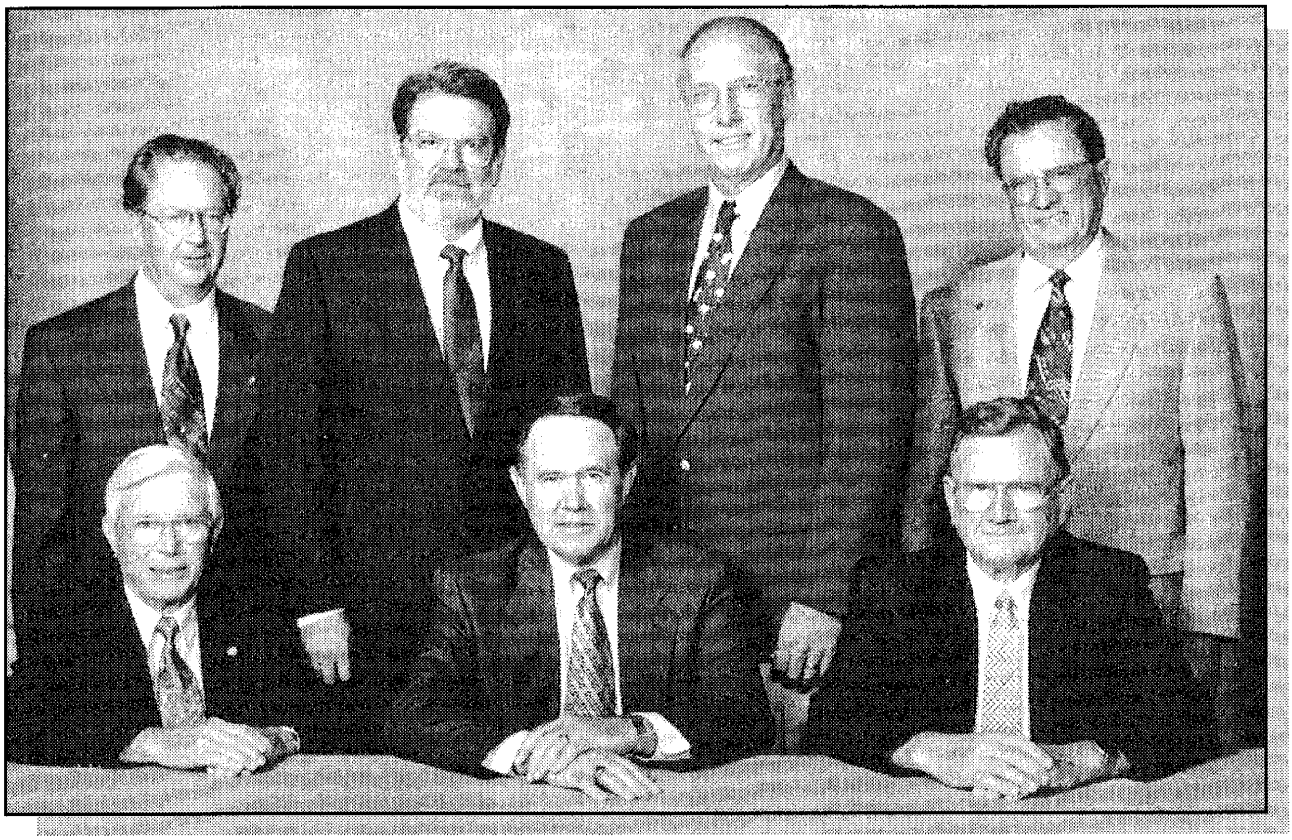
Executive Introduction



IDAHO TRANSPORTATION BOARD



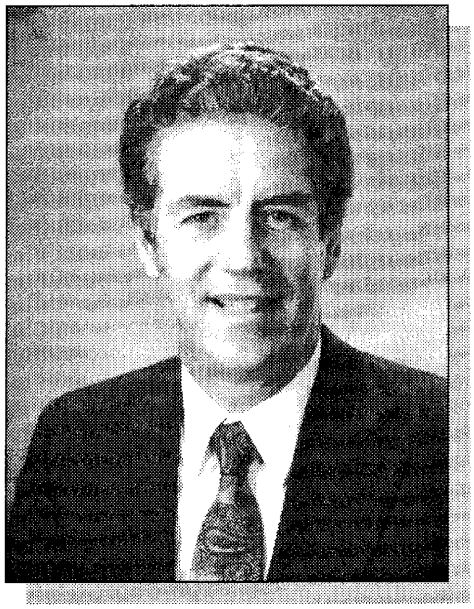
Front Row (left to right): **Mike P. Mitchell**, District 2 Representative, Vice Chairman; **Charles L. Winder**, Chairman; **John X. Combo**, District 6 Representative

Back Row (left to right): **Neil Miller**, District 5 Representative; **Monte C. McClure**, District 3 Representative; **Leon E. Smith, Jr.**, District 4 Representative; **John McHugh**, District 1 Representative

DIRECTOR

Dwight M. Bower

DEPUTY DIRECTOR



Keith L. Bumsted

Executive Introduction

Statewide Transportation Improvement Program

We are pleased to present the *Statewide Transportation Improvement Program* (STIP). This program will inform you as to how we are putting your transportation dollars to work.

With projected population growth and a desire to maintain a strong economy, Idaho is faced with meeting the challenge of increased demand on its transportation system. The Idaho Transportation Board and the Idaho Transportation Department are committed to a statewide system integrating all transportation modes. The STIP is a step toward achieving an integrated system dedicated to moving people, supplies, and services quickly and safely.

This FY 1998-2000 program outlines our allocation of federal and state money to:

- maintain and expand airports,
- promote bicycle and pedestrian projects,
- maintain and improve the state highway system,
- support a growing public transit system,
- provide for state rail planning and rail project development, and
- promote safety for all the modes of transportation.

The STIP was developed under guidelines provided by the Intermodal Surface Transportation Efficiency Act (ISTEA) passed by Congress in 1991. The purpose of ISTEA is clearly set forth in its statement of policy: "... to develop a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy, and will move people and goods in an energy-efficient manner."

The Idaho Transportation Department identifies the STIP as the funding document for all modes of transportation in the state. The purpose of STIP development is to prioritize and schedule the distribution of the department's resources.

In this regard, the department has developed working agreements with the state's three Metropolitan Planning Organizations (MPOs) in the Boise, Pocatello, and Idaho Falls urbanized areas for development of their Metropolitan Transportation Improvement Programs (MTIPs) to ensure consistency with the STIP. This cooperative and continuing process has been in effect for a number of years and has helped foster excellent relationships between the department and the MPOs, not only in development of the MTIPs, but also in day-to-day planning activities.

Additionally, the department is promoting closer working relationships with multi-jurisdictional planning organizations and various other associations, user groups, organizations, and local entities to ensure that rural and small cities' transportation planning interests are also represented in the STIP and statewide planning efforts.

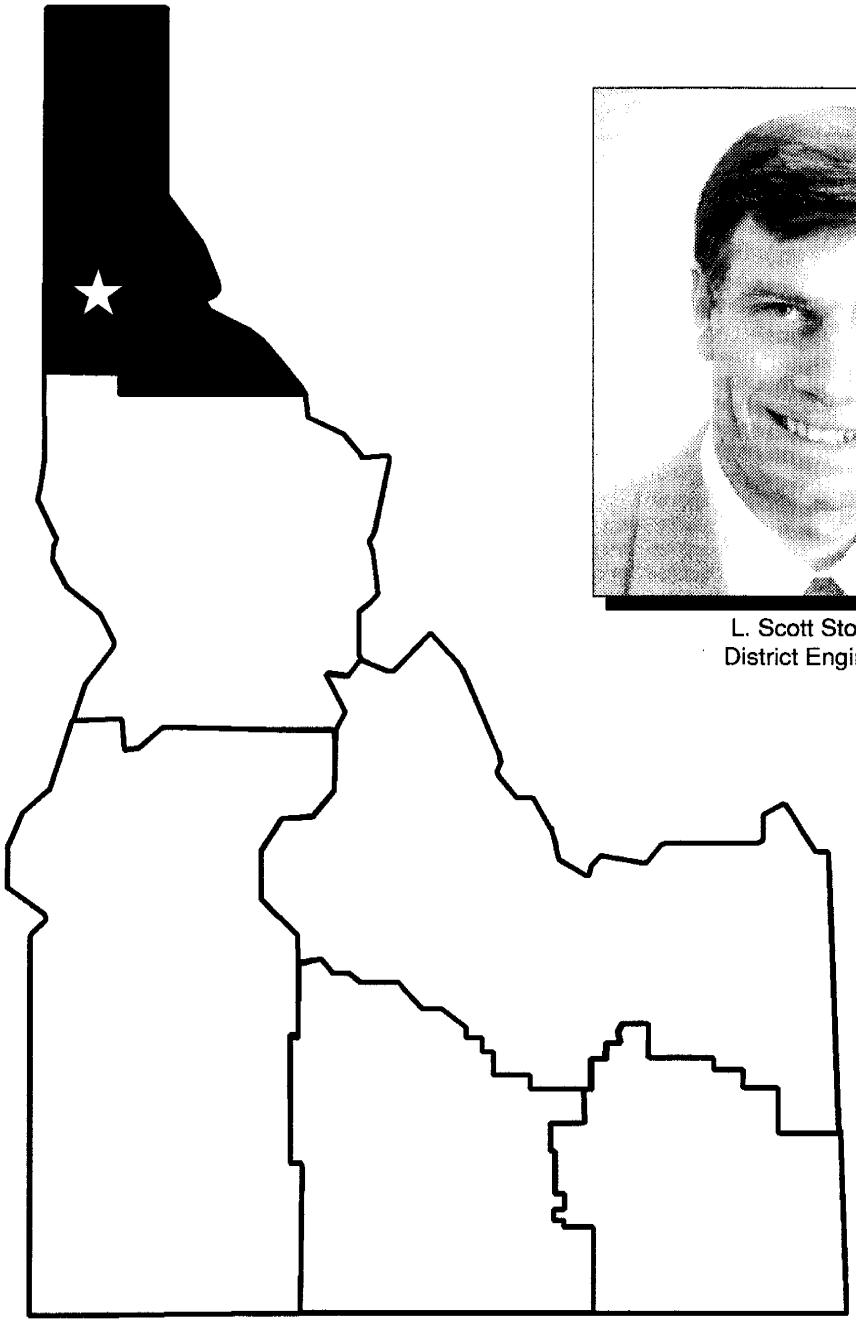
The STIP will help ensure that, to the extent of available funding, Idaho's transportation system will support and promote Idaho's economy to meet the diverse needs of its citizens. Transportation investments are a key ingredient of Idaho's vitality and growth.

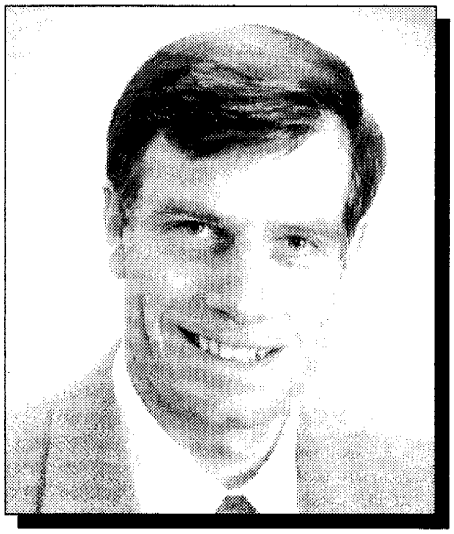
We wish to thank all citizens, government officials, and transportation users for their time and effort in providing input to this program. It represents our best effort to allocate available state and federal funds in responding to Idaho's transportation needs while balancing the available budget.

Charles L. Winder, Board Chairman

Dwight M. Bower, Director

District 1





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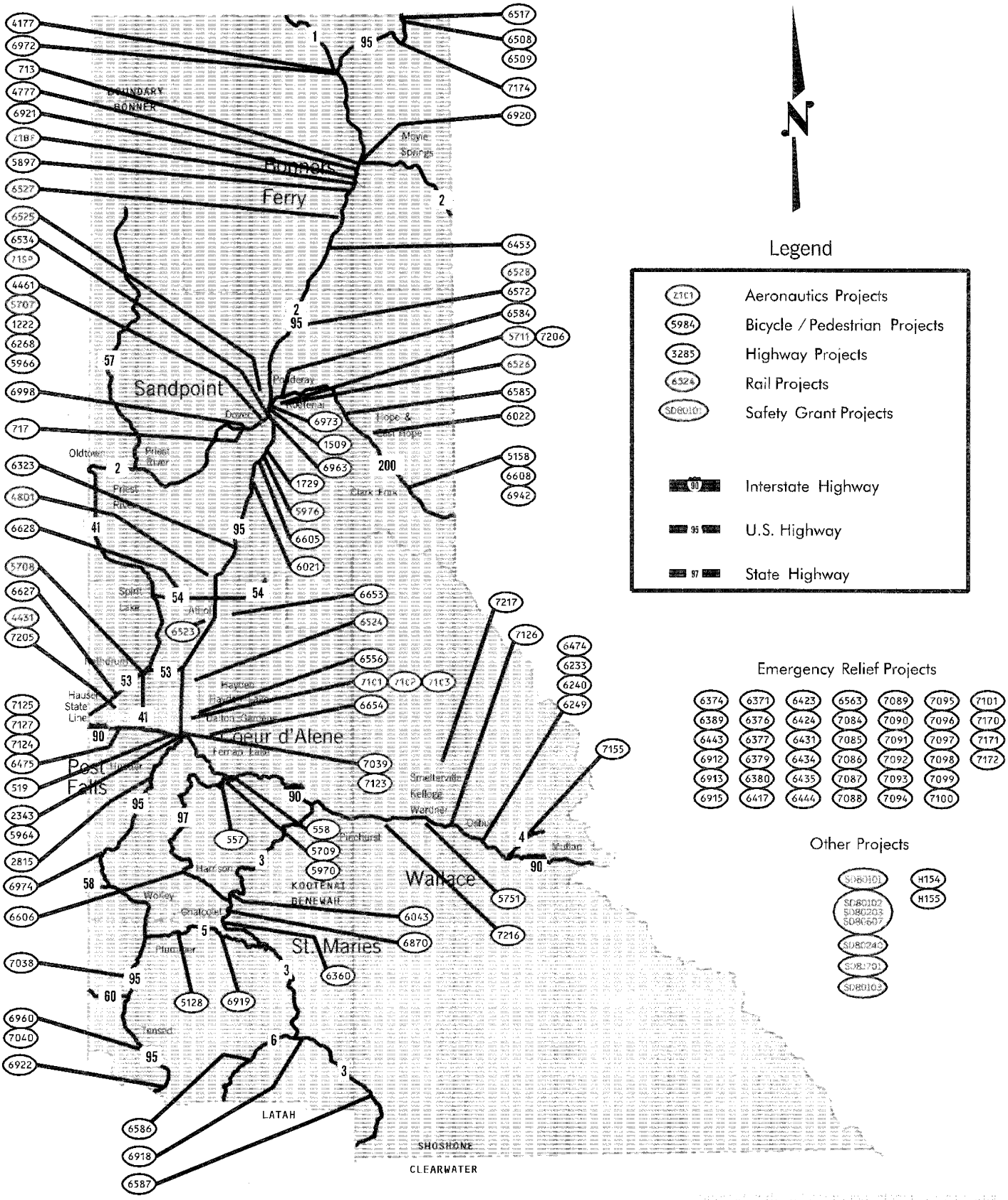
DISTRICT ONE
FY 1998 — 2002
Program



DISTRICT ONE

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR
519	I-90	10.921	NW BLVD/RAMSEY RD IC	1999	6,818	INTERCHANGE	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
557	SH-97	93.916	BEAUTY CR BR, KOOTENAI CO	1999	480	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
558	SH-97	96.223	WOLF LODGE CR BR, S OF I-90	1998	526	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
713	US-95	509.600	N BONNERS FERRY TO JCT US-2, STAGE 1	1998	9,660	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
717	US-2	19.880	WRENCO LOOP TO DOVER	1999	12,500	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
1222	US-2	25.001	DOVER BR, BONNER CO	2001	3,522	BRIDGE REPLACEMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
1222	US-2	25.001	DOVER BR, BONNER CO	2001	1,139	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
1509	US-95	476.020	SANDPOINT TO KOOTENAI	PREL	3,099	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
1729	US-95	468.150	SANDPOINT, NORTH & SOUTH, STAGE 1	2002	11,600	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
2343	I-90	10.920	COEUR D'ALENE BELT ROUTE	PREL	9,387	RECONSTRUCTION/REALIGNMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
2815	US-95	414.720	BELGROVE TO MICA	PREL	10,000	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
4177	US-95	522.170	COPELAND, NE	PREL	10,594	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
4431	OFFSYS	0.000	BECK RD, BNRR XING NEAR SH-53	1998	395	MISCELLANEOUS SAFETY IMPROVEMENTS	SURFACE TRANSPORTATION-SAFETY RAIL	POST FALLS HD
4461	US-95	468.150	SANDPOINT, NORTH & SOUTH, STAGE 2	PREL	8,000	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
4777	US-95	508.400	N BONNERS FERRY TO JCT US-2, STAGE 2	1998	9,700	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
4801	OFFSYS	0.000	GRANITE LOOP RD, N OF ATHOL	2001	280	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BONNER CO
5128	SH-5	5.700	CHATCOLET TO ROCKY POINT	PREL	2,215	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
5128	SH-5	5.700	CHATCOLET TO ROCKY POINT	PREL	1,590	RECONSTRUCTION/REALIGNMENT	DEMONSTRATION	IDAHO TRANSPORTATION DEPT
5158	SH-200	54.500	LIGHTNING CR BR, CLARK FORK	PREL	2,325	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
5707	STC5786	9.830	SAMUELS RD, NEAR SANDPOINT	1998	637	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BONNER CO
5708	OFFSYS	0.000	MILL ST & MCCARTNEY ST, RATHDRUM	2000	634	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	RATHDRUM
5709	SH-97	94.000	BEAUTY CR TO WOLF LODGE BAY, STAGE 1	1998	526	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT
5711	OFFSYS	101.260	WHISKEY JACK RD, NEAR KOOTENAI	2001	444	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BONNER CO
5751	OFFSYS	N/A	UPRR R/W; GONDOLA TO DIVISION ST, KELLOGG	1998	230	BICYCLE/PEDESTRIAN TRAIL	SURFACE TRANSPORTATION-ENHANCEMENT	KELLOGG
5897	US-95	506.254	INT ALDERSON LN, BONNERS FERRY	1998	180	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT
5964	I-90B	2.664	E SHERMAN AVE, COEUR D'ALENE	1998	870	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	COEUR D'ALENE
5966	LOCAL	0.000	SANDPOINT STREETS	1998	290	RESURFACING	SURFACE TRANSPORTATION-URBAN	SANDPOINT INDEPENDENT HD
5970	SH-97	95.000	BEAUTY CR TO WOLF LODGE STAGE 2	1998	483	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT
5976	OFFSYS	9.800	ALGOMA RD, SAGLE	2000	489	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BONNER CO
6021	US-95	465.040	WESTMOND BR	2001	2,244	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
6022	OFFSYS	102.016	THOMPSON PARK BR, E OF E HOPE	PREL	278	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	BONNER CO
6043	SH-3	95.900	JCT SH-97 TO SWAN CREEK	1998	490	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6233	I-90	0.000	PAVEMENT STRIPING	1998	152	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6240	I-90	0.000	PAVEMENT STRIPING	1999	152	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6249	I-90	0.000	PAVEMENT STRIPING	2000	152	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6268	OFFSYS	0.000	FOREST, HICKORY, & RUTH STREETS, SANDPOINT	1998	51	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	SANDPOINT INDEPENDENT HD
6323	US-95	390.000	WORLEY, NORTH TO GRANITE LAKE RD	1999	306	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT
6360	SH-3	85.090	ST JOE RIVER RD TO MEADOWHURST RD	1998	4,950	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
6371	US-95	499.700	BROWN'S CR SLOPE FAILURE	1998	50	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
6374	SH-3	117.000	EROSION & CANAL REPAIR S OF ROSE LAKE IC	1998	209	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
6376	SH-200	56.200	ICICLE CLIFFS WASHOUT	1998	43	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
6377	SH-6	21.600	HARVARD HILL WASHOUT	1998	41	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
6379	SH-1	0.700	MISSION CR SLOPE FAILURE	1998	24	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
6380	SH-97	94.400	WOLF LODGE CR TO BEAUTY CR EMBANKMENT	1998	550	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
6389	STC5802	101.600	HIGHLAND FLATS RD	1998	193	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BOUNDARY CO
6417	I-90T	16.243	COEUR D'ALENE LAKE DR SLOPE FAILURES	1998	161	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
6423	LOCAL	5.450	PINE CR RD, S OF PINEHURST	1998	77	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	SHOSHONE CO
6424	STC5711	76.430	MOON PASS RD AT PLACER CR	1998	181	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	SHOSHONE CO
6431	OFFSYS	102.230	GREEN FERRY RD	1998	53	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	WORLEY HD
6434	STC5754	101.740	ENGLISH POINT RD SLIDE REPAIR	1998	78	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	LAKES HD
6435	STC5737	104.000	S HAYDEN LAKE RD RETAINING WALL	1998	53	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	LAKES HD
6443	LOCAL	2.100	DUFORT RD	1998	78	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BONNER CO
6444	STC5752	2.300	COEUR D'ALENE RIVER RD	1998	171	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	SHOSHONE CO
6453	US-95	496.920	DEEP CR BR, NAPLES	1998	750	BRIDGE REHABILITATION	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT

DISTRICT ONE
F Y 1998 - 2002 Program

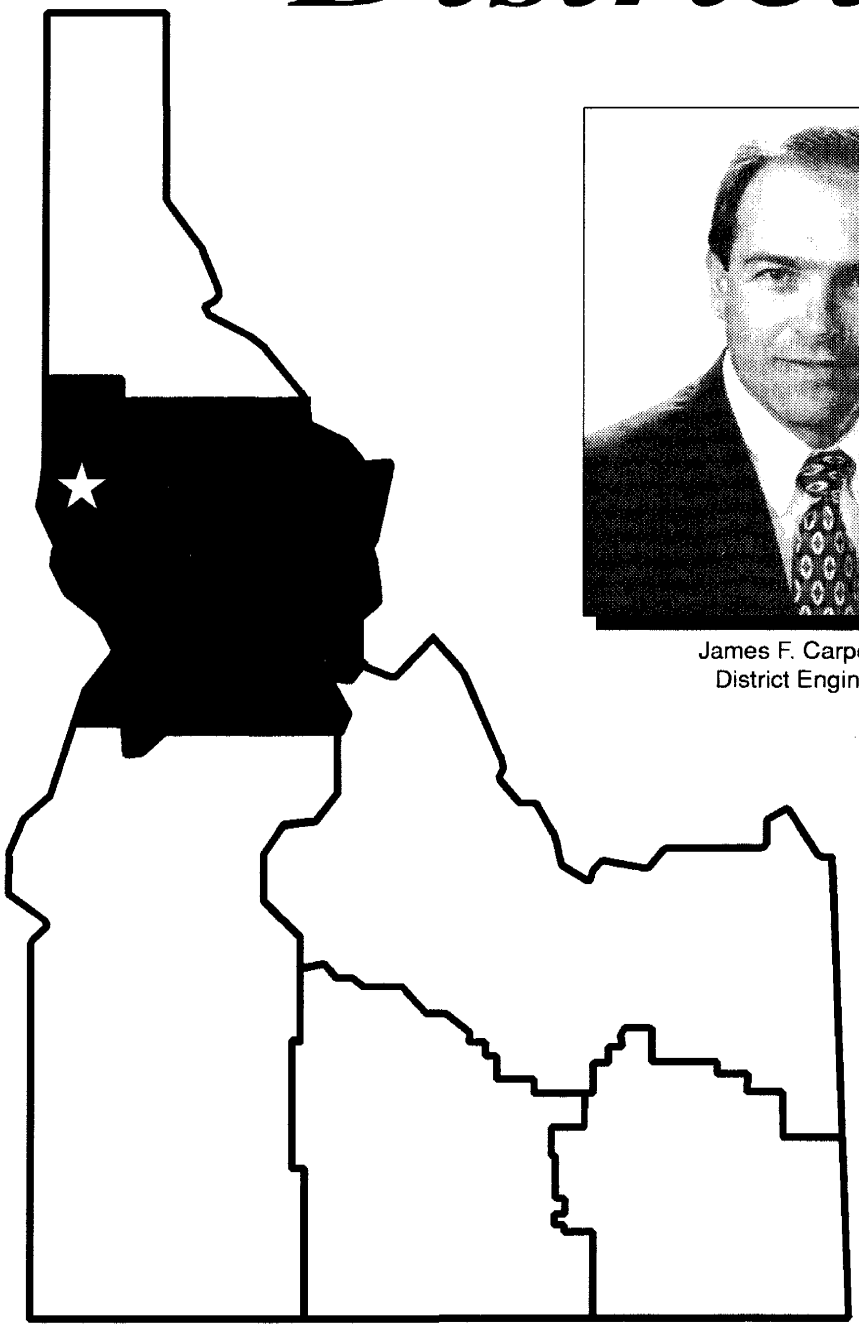
KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR
6474	I-90	0.000	PAVEMENT STRIPING	2001	152	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6475	I-90	5.800	POST FALLS TO UPRR	2001	3,024	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6508	US-95	537.320	LOWER EASTPORT MOYIE RIVER BR	PREL	1,623	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
6509	US-95	459.000	COCOLALLA CR TO CEDAR CR	2000	294	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT
6517	US-95	538.360	UPPER EASTPORT, MOYIE RIVER BR	PREL	1,409	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
6523	OFFSYS	0.000	BRUNER RD, BNSF XING, KOOTENAI CO	2002	373	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	LAKES HD
6524	OFFSYS	0.000	BOEKEL RD, N OF HAYDEN	PREL	373	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	LAKES HD
6525	OFFSYS	100.000	COCOLALLA LOOP RD, NEAR SANDPOINT	PREL	240	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BONNER CO
6526	OFFSYS	100.000	SUNNYSIDE CUTOFF RD, BONNER CO	PREL	433	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BONNER CO
6527	STC5802	104.050	HIGHLAND FLATS RD, NEAR NAPLES	2002	507	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BOUNDARY CO
6528	OFFSYS	86.500	SAMUELS RD, UPRR XING	2001	355	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BONNER CO
6534	OFFSYS	N/A	PARK AND RIDE, SANDPOINT	1998	72	TRANSIT IMPROVEMENT	CONGESTION MITIGATION/AIR QUALITY	SANDPOINT
6556	SMA7155	11.736	GOV'T WAY; I-90 TO DALTON AVE, COEUR D'ALENE	2001	2,460	MINOR WIDENING & RESURFACING	SURFACE TRANSPORTATION-URBAN	COEUR D'ALENE
6563	US-95	425.050	NORTH MICA HILL REPAIR	1998	1,513	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
6572	US-95	486.360	SAMUELS RD TO BOUNDARY CO LINE	1998	859	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6584	SH-200	30.270	UPRR XING TO KOOTENAI	1999	259	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6585	SH-200	38.710	PACK RIVER TO HOPE	2000	890	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6586	SH-3	20.280	LATAH CO LINE TO HARVARD HILL	1999	485	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6587	SH-3	48.240	LATAH CO LINE TO METRO BR	1999	1,144	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6605	US-95	467.800	SAGLE TO SANDPOINT	2000	700	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6606	SH-97	60.630	HARRISON TO HARRISON JCT	1998	532	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6608	SH-200	55.590	MOSQUITO CR BR, CLARK FORK	2000	750	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6627	SH-53	0.000	WASHINGTON ST LINE TO RATHDRUM	1999	1,086	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6628	SH-54	0.000	SPIRIT LAKE TO ATHOL	1999	1,004	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6653	STC5739	107.670	BUNCO RD (FH 56)	2002	1,500	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE
6654	OFFSYS	0.000	FERNAN RD (FH 80)	PREL	8,100	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE
6870	SH-3	87.060	REID'S CORNER	1998	406	RELOCATION	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6912	LOCAL	14.900	NETTLETON GULCH RD, COEUR D'ALENE	1998	21	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	LAKES HD
6913	STC5711	0.540	ST JOE RIVER RD, 97-1 EVENT	1998	71	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BENEWAH CO
6915	LOCAL	1.900	EAST RIVERVIEW DR	1998	35	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	POST FALLS HD
6918	SH-3	68.700	SANTA NORTH, SHOSHONE CO	1998	200	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6919	SH-5	11.800	PARKER PASS, BENEWAH CO	1998	250	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6920	US-95	510.400	JCT US-2 NORTH, BOUNDARY CO	1998	800	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6921	US-95	508.100	BONNERS FERRY NORTH HILL	1998	387	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6922	US-95	371.600	LATAH CO LINE TO SHEEP CR, BENEWAH CO	1998	870	RECONSTRUCTION/REALIGNMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6942	SH-200	54.800	CLARK FORK TO MONTANA ST LINE	2000	1,250	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6960	US-95	390.001	WORLEY TO MICA	2000	950	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6963	US-95	474.700	5TH STREET, SANDPOINT	2000	1,350	ADD LANES/SEPARATE ROADWAY	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6972	US-95	523.001	COPELAND, NORTH	2001	554	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6973	US-95	476.000	JCT SH-200 TO NORTH OF PONDERAY	2001	230	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6974	US-95	410.600	LAKE CR BR TO MICA	2001	1,204	MAJOR WIDENING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6998	US-2	25.418	DOVER BR	1999	275	BRIDGE REHABILITATION	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7038	US-95	382.001	TENSED TO MOCTILEME, BENEWAH CO	2001	1,700	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7039	US-95	431.050	NEIDER TO CANFIELD, KOOTENAI CO	2001	1,404	ADD LANES/SEPARATE ROADWAY	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7040	US-95	382.001	TENSED, NORTH PASSING LANES	2001	1,100	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7084	US-95	503.800	GOLF COURSE RD SLIDE, BOUNDARY CO	1998	49	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
7085	US-95	518.000	ROCK CR SLIDE, BOUNDARY CO	1998	1,010	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
7086	US-95	502.400	PETERSON HILL SLOPE SLUFFING, BOUNDARY CO	1998	39	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
7087	US-95	509.000	N BONNER FERRY HILL SLOPE, BOUNDARY CO	1998	10	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
7088	SH-57	1.800	6 SITES N OF PRIEST RIVER, BONNER CO	1998	586	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
7089	SH-200	60.400	E OF CLARK FORK, BONNER CO	1998	582	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
7090	SH-200	44.800	W OF HOPE, BONNER CO	1998	72	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
7091	I-90T	17.800	COEUR D' ALENE LAKE DR, EVENT 97-2	1998	87	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT
7092	LOCAL	103.800	COTTONWOOD RD, 6.5 M E CAVE BAY RD	1998	56	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	WORLEY HD

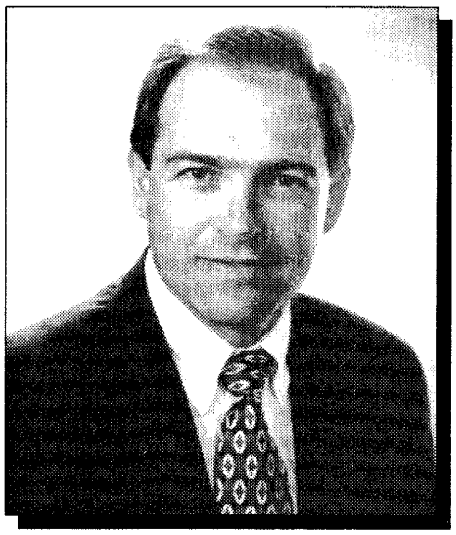
DISTRICT ONE

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR
7093	LOCAL	0.200	PENINSULA RD, E OF SH-57	1998	84	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BONNER CO
7094	LOCAL	8.370	WESTSIDE RD, EVENT 97-2	1998	356	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BOUNDARY CO
7095	LOCAL	2.150	COUNTY RD 2	1998	41	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BOUNDARY CO
7096	LOCAL	6.800	SNOW CR SLIDE	1998	6	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BOUNDARY CO
7097	LOCAL	101.000	HIGHLAND FLATS RD, EVENT 97-2	1998	882	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BOUNDARY CO
7098	LOCAL	104.700	UPPER PACK RV RD	1998	48	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BONNER CO
7099	LOCAL	2.000	OLD PRIEST RV RD, VICINITY CEDAR LN	1998	258	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BONNER CO
7100	LOCAL	11.100	DUFORT ROAD, EVENT 97-2	1998	414	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BONNER CO
7101	LOCAL	105.200	ST JOE RIVER RD, EVENT 97-2	1998	736	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	SHOSHONE CO
7102	LOCAL	2.200	COEUR D'ALENE RIVER ROAD	1998	17	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	SHOSHONE CO
7123	I-90	13.001	9th ST U'PASS TO SHERMAN AVE O'PASS, COEUR D'ALENE	1999	540	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7124	I-90	0.000	WASHINGTON ST LINE TO MP 5.8, POST FALLS	2002	3,024	RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7125	I-90	N/A	PAVEMENT STRIPING	2002	152	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7126	I-90	51.960	ELIZABETH PARK RD O'PASS TO MEYERS CR, OSBURN	PREL	1,400	BRIDGE REHABILITATION	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7127	I-90	12.285	GOVERNMENT WAY U'PASS, COEUR D'ALENE	PREL	2,349	BRIDGE REPLACEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7155	SH-4	5.200	FRISCO BRIDGE	1998	310	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7170	LOCAL	13.500	ST JOE RIVER RD, 97-2 EVENT	1998	123	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BENEWAH CO
7171	LOCAL	58.700	MOON PASS RD, 19 M S OF WALLACE	1998	68	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	SHOSHONE CO
7172	LOCAL	59.430	MOON PASS RD, 18 M S OF WALLACE	1998	40	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	SHOSHONE CO
7174	US-95	527.260	MP 527 TO CANADIAN BORDER	PREL	25,000	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
7205	OFFSYS	N/A	POST FALLS HD FLUSHER TRUCK	1998	129	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	POST FALLS HD
7206	OFFSYS	0.000	KOOTENAI CITY STREETS, VARIOUS	1998	382	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	KOOTENAI, CITY OF
7216	STC5750	102.950	WEST FORK PINE CR BR, SHOSHONE CO	PREL	600	BRIDGE REPLACEMENT	BRIDGE-LOCAL	SHOSHONE CO
7217	STC5752	8.300	STEAMBOAT CR BR, SHOSHONE CO	PREL	570	BRIDGE REPLACEMENT	BRIDGE-LOCAL	SHOSHONE CO
H154	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2000	314	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
H155	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2001	310	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
SD80101	SAFETY	N/A	BONNER CO SHERIFF	1998	10	IMPAIRED DRIVING GRANT PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80102	SAFETY	N/A	KOOTENAI CO SHERIFF	1998	33	IMPAIRED DRIVING GRANT PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80103	SAFETY	N/A	POST FALLS POLICE DEPT	1998	29	IMPAIRED DRIVING GRANT PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80203	SAFETY	N/A	KOOTENAI CO SHERIFF	1998	56	RISKY DRIVER BEHAVIOR PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
								NONE
SD80240	SAFETY	N/A	KOOTENAI CO SHERIFF	1998	28	YOUTHFUL DRIVERS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80607	SAFETY	N/A	KOOTENAI CO SHERIFF	1998	18	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD8J701	SAFETY	N/A	BENEWAH CO SHERIFF	1998	14	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
Z1BF	AERO	N/A	BONNERS FERRY	1999	100	REMOVE/LIGHT OBSTRUCTIONS, BUY LAND	FEDERAL / STATE / LOCAL	BOUNDARY CO
Z1C1	AERO	N/A	COEUR D'ALENE	1998	1,254	CONST HANGAR TXWY, APRN, FENCE, BUY LAND, UPDATE MASTER PLAN	FEDERAL / STATE / LOCAL	KOOTENAI CO
Z1C2	AERO	N/A	COEUR D'ALENE	1999	889	EXTEND VARIOUS TXWYS	FEDERAL / STATE / LOCAL	KOOTENAI CO
Z1C3	AERO	N/A	COEUR D'ALENE	2000	846	CONST RAMP	FEDERAL / STATE / LOCAL	KOOTENAI CO
Z1SP	AERO	N/A	SANDPOINT	2000	394	CONST HANGAR TXWYS, EXPAND APRN	FEDERAL / STATE / LOCAL	BONNER CO

District 2





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DISTRICT TWO
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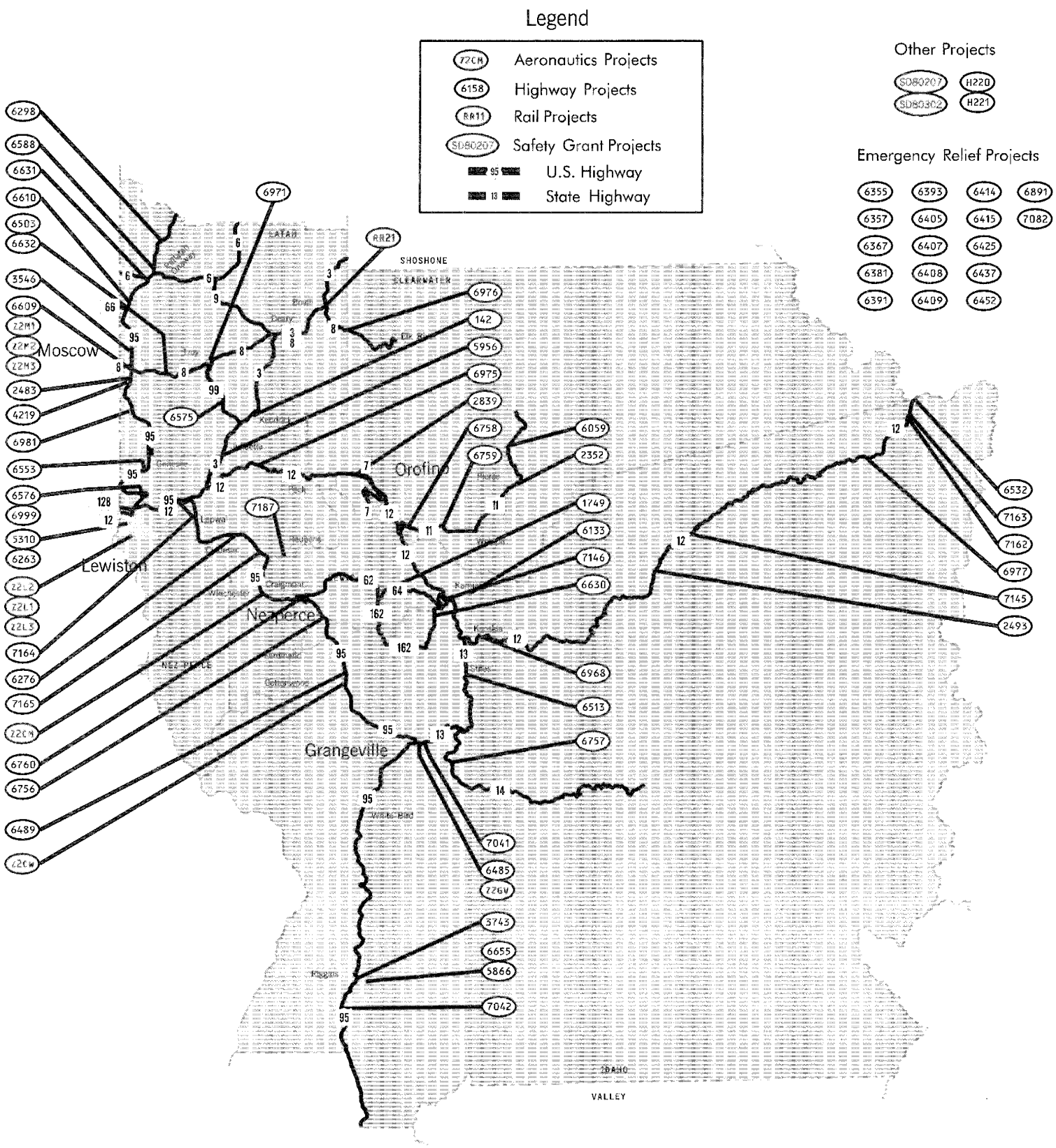

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KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR
142	SH-3	2.600	TURKEY FARM TO LITTLE POTLATCH CR BR	1999	3,853	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
1749	SH-64	15.490	LONG HOLLOW CR BR, NEZ PERCE	1999	225	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
2352	SH-11	26.770	TOP OF PIERCE PASS TO PIERCE	PREL	2,494	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
2483	US-95	345.010	MOSCOW COUPLET, S CONNECTION	1998	2,688	RELOCATION	NATIONAL HIGHWAY	MOSCOW
2483	US-95	345.010	MOSCOW COUPLET, S CONNECTION	1998	63	RELOCATION	SURFACE TRANSPORTATION-URBAN	MOSCOW
2493	US-12	113.840	TUMBLE CR TO LOCHSA RANGER STATION	1999	1,695	MINOR WIDENING & RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
2839	SH-7	53.036	AHSAHKA BR, CLEARWATER CO	1998	2,859	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
3546	SMA-756	0.333	"A" ST, LINE TO JACKSON, MOSCOW	2000	1,040	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	MOSCOW
3743	US-95	194.600	SCL TO NCL, RIGGINS	1999	4,834	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
4219	US-95	342.940	MOSCOW, SOUTH	PREL	1,770	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
5310	SMA7344	0.250	BRYDEN CANYON, LEWISTON	1998	9,800	CONSTRUCT NEW ROUTE	DEMONSTRATION	LEWISTON
5866	STC4702	100.000	SALMON RIVER RD; RIGGINS TO SPRING BAR (FH 60)	2001	6,750	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE
5956	SH-3	0.400	ARROW TO TURKEY FARM	2000	3,282	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
6059	SH-11	35.330	GRANGEMONT RD TO HEADQUARTERS	1999	61	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6133	STC4730	113.900	GLENWOOD RD (FH 55), STAGE 2, IDAHO CO	2000	4,000	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE
6263	SMA7344	0.000	BRYDEN CANYON RD, STAGE 1, LEWISTON	1998	400	TRAFFIC SIGNALS	DEMONSTRATION	LEWISTON
6276	OFFSYS	100.000	6TH STREET BR, CULDESAC	1998	250	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	CULDESAC
6298	US-95	366.600	ELECTRICAL SUBSTATION TO BENEWAH CO LINE	2002	4,481	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
6355	SH-7	46.800	GILBERT GRADE, CLEARWATER CO	1998	1,310	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-STATE	IDAHO TRANSPORTATION DEPT
6357	SH-11	4.300	GREER GRADE, CLEARWATER CO	1998	1,360	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-STATE	IDAHO TRANSPORTATION DEPT
6367	US-95	283.000	LAPWAI CR RECHANNELIZATION	1998	709	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-STATE	IDAHO TRANSPORTATION DEPT
6381	STC4782	0.000	MICHIGAN AVE, OROFINO, EVENT 2	1998	499	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	OROFINO
6391	US-95	287.280	LAPWAI CR BR SCOUR REPAIR	1998	5	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-STATE	IDAHO TRANSPORTATION DEPT
6393	SH-162	18.000	EMBANKMENT REPAIR, IDAHO CO	1998	89	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-STATE	IDAHO TRANSPORTATION DEPT
6405	STC4722	100.300	KIDDER RIDGE	1998	230	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	KIDDER-HARRIS HD
6407	LOCAL	6.400	GRANGEMONT RD	1998	374	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	OROFINO
6408	STC4782	2.680	GRANGEMONT RD, OROFINO CL TO DEER CR	1998	115	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	CLEARWATER CO
6409	LOCAL	1.000	WAUNCHER CR TO SOUTHWICK	1998	17	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	NEZ PERCE CO
6414	LOCAL	17.700	PECK ROAD WASHOUTS	1998	338	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	NEZ PERCE CO
6415	STC4783	1.500	DENT RD WASHOUTS	1998	350	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	CLEARWATER CO
6425	STC4730	100.900	GLENWOOD RD EMBANKMENT FAILURE	1998	113	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	IDAHO CO
6437	STC4730	112.500	GLENWOOD RD EMBANKMENT FAILURE	1998	20	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	IDAHO CO
6452	SH-99	0.000	KENDRICK ROADWAY SETTLEMENT	1998	286	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-STATE	IDAHO TRANSPORTATION DEPT
6485	SH-13	0.030	GRANGEVILLE MAIN STREET	1999	804	RESURFACING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
6489	US-95	251.040	S OF COTTONWOOD TO FERDINAND	1999	725	RIGID PAVEMENT GRINDING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
6503	SH-8	4.950	S FORK PALOUSE RIVER BR	2000	373	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
6513	US-12	11.960	LIGHTNING CR RD TO STITES	1999	320	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT
6532	US-12	174.389	LOLO VISITOR CENTER	1999	1,500	REST AREA IMPROVEMENT	SURFACE TRANSPORTATION -ENHANCEMENT	IDAHO TRANSPORTATION DEPT
6553	US-95	326.466	LEWISTON TO MOSCOW PASSING LANES	1998	930	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6575	SH-99	0.000	KENDRICK TO TROY	1998	1,010	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6576	US-95	311.682	LEWISTON HILL	1998	698	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6588	US-95	361.724	POTLATCH JCT TO ELECTRICAL SUBSTATION	1999	1,838	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6609	US-95	343.956	S FORK PALOUSE RIVER BR, MOSCOW	1999	345	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6610	US-95	355.722	TOP OF CROOK'S HILL TO POTLATCH	1998	1,162	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6630	SH-162	20.510	LAWYERS CANYON CR BR, LEWIS CO	2000	464	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6631	US-95	360.240	PALOUSE RIVER BR, LATAH CO	1999	832	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6632	SH-8	2.810	MOSCOW TO JOEL O'PASS	1998	1,025	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6655	STC4702	100.000	SALMON RIVER RD (FH 60), STAGE 2	PREL	6,000	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE
6756	US-95	267.600	LAWYERS CANYON TO CRAIGMONT	1999	52	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6757	SH-14	8.900	MOUNT IDAHO BR TO BROWNS CR	1999	145	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6758	SH-11	0.000	GREER GRADE	1999	116	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6759	SH-11	8.000	GREER GRADE TO WEIPPE	1999	91	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6760	SH-62	0.000	CRAIGMONT TO NEZ PERCE	1999	121	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6891	LOCAL	100.400	CEDAR RIDGE RD, 97-1 EVENT	1998	79	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-LOCAL	LATAH CO

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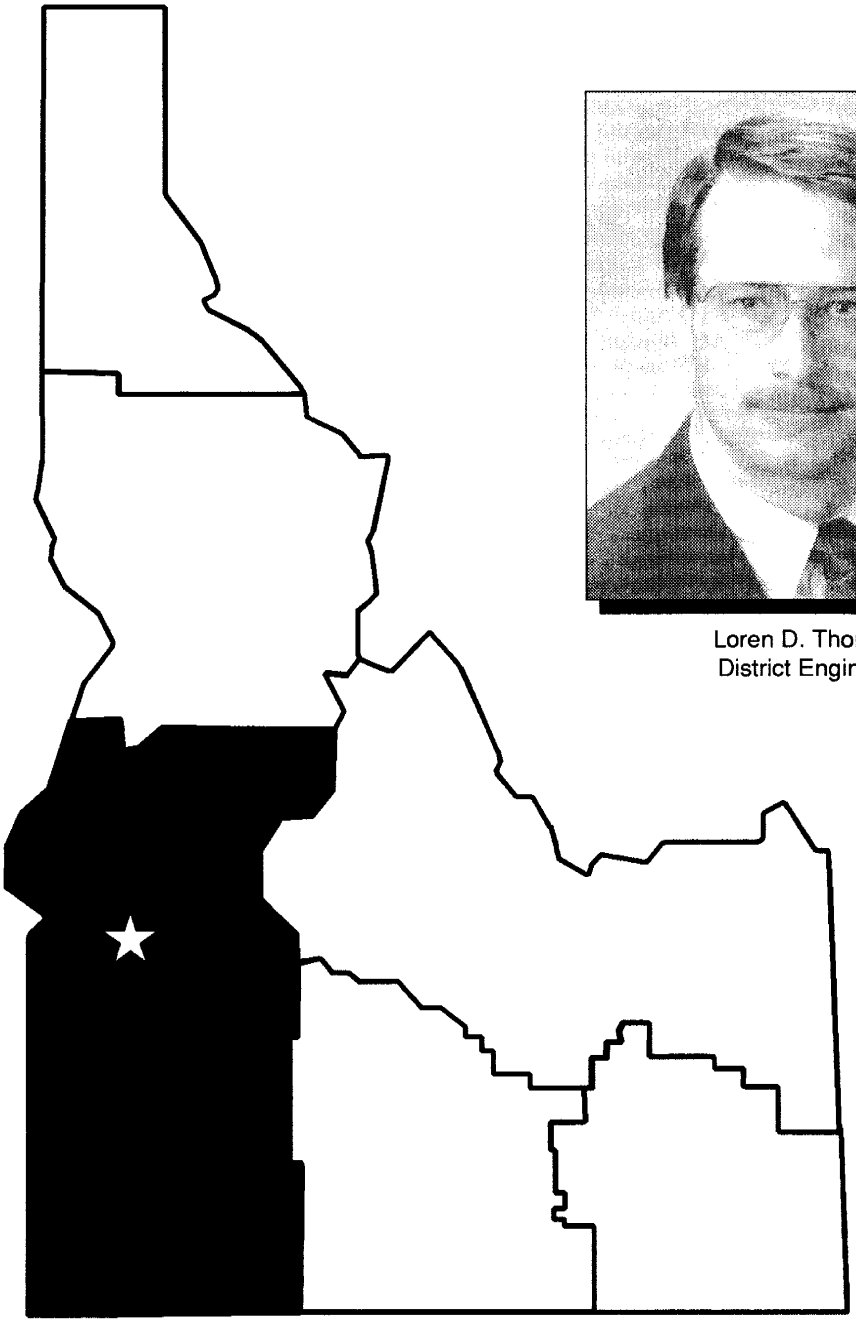
KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR
6968	SH-13	26.165	MAIN ST, KOOSKIA	2000	880	RECONSTRUCTION/REALIGNMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6971	SH-8	13.861	MAIN ST, TROY	2000	1,400	RECONSTRUCTION/REALIGNMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6975	SH-11	24.143	TIMBERLINE HIGH SCHOOL TO TOP OF PIERCE PASS	2001	1,122	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6976	SH-8	42.970	RUBY CR TO ELK RIVER	2001	650	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6977	US-12	159.394	PAPOOSE CR BR, IDAHO CO	2000	100	BRIDGE REHABILITATION	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6981	US-95	337.900	REISNAUER HILL PASSING LANES, LATAH CO	2001	511	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6999	US-95	311.812	FLYING "J" INTERSECTION, LEWISTON	1999	350	INTERSECTION IMPROVEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7041	SH-13	1.400	GRANGEVILLE TO TOP OF HARPSTER GRADE	2001	600	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7042	US-95	191.153	RAPID RIVER BR, S OF RIGGINS	2001	660	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7082	US-95	210.350	SLIDE REPAIR, N OF RIGGINS	1998	853	ROAD EMERGENCY REPAIR	EMERGENCY REPAIR-STATE	IDAHO TRANSPORTATION DEPT
7145	US-12	121.610	LOCHSA RANGER STATION TO BALD MTN	2001	2,222	MINOR WIDENING & RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
7146	US-12	65.804	KAMIAH, WEST CL TO CEDAR ST	PREL	1,194	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
7162	US-12	170.050	FIRST LOLO PASSING LANE, IDAHO CO	PREL	751	MINOR WIDENING & RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
7163	US-12	171.700	SECOND LOLO PASSING LANE, IDAHO CO	PREL	1,118	BASE & RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
7164	US-95	304.890	SPALDING BR, NEZ PERCE CO	PREL	505	RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
7165	US-95	273.900	CRAIGMONT TO CULDESAC	PREL	3,220	PAVEMENT REHABILITATION AND RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
7187	LOCAL	0.000	RUEBENS RD TO US-95, LEWIS CO	PREL	550	PAVEMENT REHABILITATION AND RESURFACING	SURFACE TRANSPORTATION-RURAL	LEWIS CO
H220	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2000	193	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
H221	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2001	190	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
RR21	RAIL	N/A	PALOUSE, WA TO BOVILLE	UNKNOW	5,000	RAILROAD REHABILITATION	UNKNOWN	PALOUSE RIVER RAILROAD
SD80207	SAFETY	N/A	LEWISTON POLICE DEPT	1998	10	RISKY DRIVER BEHAVIOR PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80302	SAFETY	N/A	CRAIGMONT QUICK RESPONSE UNIT	1998	6	EMERGENCY MEDICAL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
Z2CM	AERO	N/A	CRAIGMONT	1998	130	OVERLAY RUNWAY	STATE / LOCAL	CRAIGMONT
Z2CW	AERO	N/A	COTTONWOOD	1998	30	INSTALL RUNWAY LIGHTS	STATE / LOCAL	COTTONWOOD
Z2GV	AERO	N/A	GRANGEVILLE	1998	130	REHAB TIE-DOWN APRN, RELOCATE SEGMENTED CIRCLE, CONST TXWY & FENCE	FEDERAL / STATE / LOCAL	IDAHO CO
Z2L1	AERO	N/A	LEWISTON	1998	1,006	SEAL COAT RNWY, REHAB TXWYS, INSTALL SECURITY FENCE	FEDERAL / STATE / LOCAL	LEWISTON
Z2L2	AERO	N/A	LEWISTON	1999	3,537	SHIFT RUNWAY, BUY LAND	FEDERAL / STATE / LOCAL	LEWISTON
Z2L3	AERO	N/A	LEWISTON	2000	2,831	CONST SAFETY AREA, PHASE I	FEDERAL / STATE / LOCAL	LEWISTON
Z2M1	AERO	N/A	MOSCOW-PULLMAN	1998	594	INST WATER HYDRANTS, REHAB APRON	FEDERAL / STATE / LOCAL	MOSCOW
Z2M2	AERO	N/A	MOSCOW-PULLMAN	1999	569	BUY SNOW SWEEPER & LAND	FEDERAL / STATE / LOCAL	MOSCOW
Z2M3	AERO	N/A	MOSCOW-PULLMAN	2000	1,112	REMOVE OBSTRUCTIONS, BUY LAND	FEDERAL / STATE / LOCAL	MOSCOW

District 3

Loren D. Thomas
District Engineer



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ADA PLANNING ASSOCIATION
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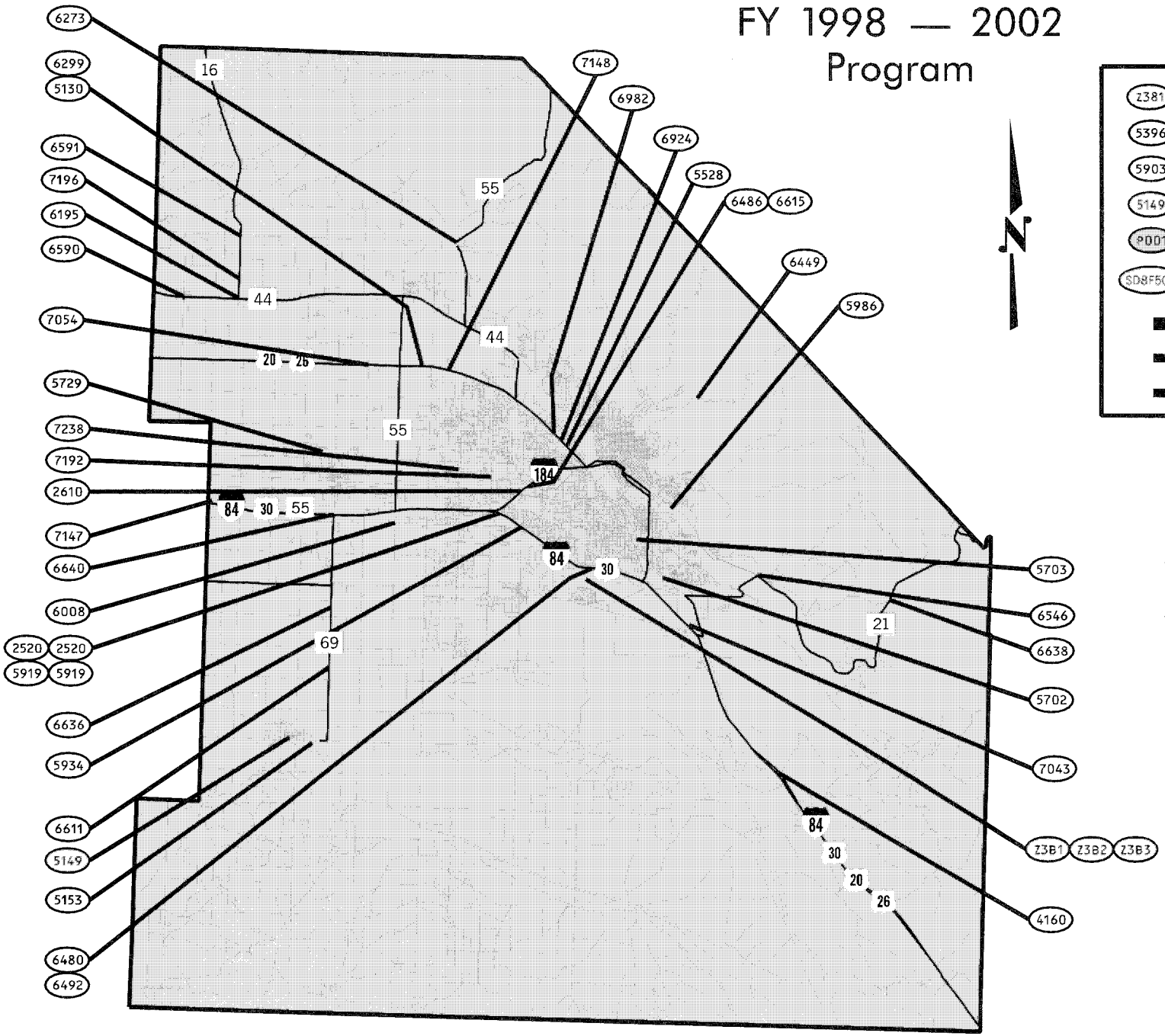

Legend

- Z381 Aeronautics Projects
- 5396 Bicycle / Pedestrian Projects
- 5903 Highway Projects
- 5149 Rail Projects
- P001 Public Transportation Projects
- SD8F502 Safety Grant Projects
- 84 Interstate Highway
- 95 U.S. Highway
- 21 State Highway

Other Projects

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SD8F503
SD8J703
SD8J707

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ADA PLANNING ASSOCIATION

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KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
2520	I-184	0.001	WYE IC, BOISE, STAGE 1	1998	20,808	INTERCHANGE	INTERSTATE 4R DISCRETIONARY	IDAHO TRANSPORTATION DEPT	1
2610	I-184	0.888	FRANKLIN IC TO CURTIS IC, BOISE, STAGE 1	1999	5,107	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
4160	I-84	63.517	BLACKS CR REST AREA, E OF BOISE	2000	4,263	REST AREA IMPROVEMENTS/RECONSTRUCTION	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
5130	US-20	40.230	EAGLE RD TO CLOVERDALE	2000	2,375	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
5149	STC3782	0.676	AVALON ST, KUNA	1998	142	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	ADA CO HD	1
5153	SH-69	1.442	KUNA TO KUNA CANAL BR	PREL	2,335	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	1
5528	OFFSYS	N/A	RED LION TO E 52ND, GARDEN CITY	1998	289	BICYCLE/PEDESTRIAN TRAILS	CONGESTION MITIGATION/AIR QUALITY	GARDEN CITY	1
5702	SMA7553	2.676	FEDERAL WAY, T K AVE TO GEKELER, BOISE	2001	2,795	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
5703	SMA7553	51.027	FEDERAL WAY, OVERLAND TO BROADWAY, BOISE	2001	4,179	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
5729	OFFSYS	N/A	FIVE MILE CR PATHWAY, MERIDIAN RD TO LINDER RD	1998	148	BICYCLE/PEDESTRIAN TRAILS	CONGESTION MITIGATION/AIR QUALITY	MERIDIAN	1
5919	I-184	0.001	WYE IC, BOISE, STAGE 2	2000	19,843	INTERCHANGE	INTERSTATE 4R DISCRETIONARY	IDAHO TRANSPORTATION DEPT	1
5934	I-184	0.900	COLE RD OFF RAMP, BOISE	1998	665	ADD LANES/SEPARATE ROADWAY	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
5986	OFFSYS	N/A	E BOISE RIVER FOOTBRIDGE, STAGE 2, BOISE	1998	487	BICYCLE/PEDESTRIAN TRAILS	SURFACE TRANSPORTATION-ENHANCEMENT	BOISE	1
6008	SMA8963	11.136	EAGLE/OVERLAND RDS, STAGE 1, ADA CO	1998	78	PARK/RIDE/ LOTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6195	SH-44	12.299	JCT SH-16, W OF EAGLE	1998	187	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
6269	LOCAL	N/A	CENTRAL TRAFFIC MANAGEMENT SYSTEM, ADA CO	1998	400	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6270	OFFSYS	N/A	COMMUTER VANS (5), NEW ROUTES, ADA CO	1998	150	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6271	OFFSYS	N/A	BUS PURCHASE (2), BOISE	1999	445	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	BOISE URBAN STAGES	1
6272	OFFSYS	N/A	ACHD SWEEPER TRUCKS (2)	1998	240	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6273	STC3783	108.160	BEACON LIGHT RD & SH-55	1998	110	PARK/RIDE/ LOTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6274	OFFSYS	N/A	COMMUTERIDE MARKETING, ADA CO	1998	100	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6299	US-20	41.790	HP MAIN ENTRANCE TO JOPLIN RD, BOISE	PREL	3,570	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
6449	SMA7153	0.000	BOGUS BASIN RD	1998	2,500	PAVEMENT REHABILITATION AND RESURFACING	FOREST HIGHWAY	FOREST SERVICE	1
6480	I-84	50.700	ORCHARD IC TO BROADWAY IC	PREL	5,510	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6486	I-184	0.900	FRANKLIN IC TO CURTIS IC, STAGE 2	2001	7,500	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
6492	I-84	50.700	ORCHARD IC TO BROADWAY IC	PREL	10,185	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
6544	LOCAL	N/A	DOWNTOWN SIGNAL CONTROLLER, BOISE	1999	720	TRAFFIC SIGNALS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6545	OFFSYS	N/A	PARK/RIDE LOT, MERIDIAN	1999	219	PARK/RIDE/ LOTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6546	SH-21	5.455	ECKERT PATHWAY EXTENSION, ADA CO	2000	400	BICYCLE/PEDESTRIAN TRAILS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6550	LOCAL	N/A	ACHD RIDESHARE	1998	70	MISCELLANEOUS IMPROVEMENTS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
6552	LOCAL	N/A	ACHD RIDESHARE	1999	80	MISCELLANEOUS IMPROVEMENTS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
6554	LOCAL	N/A	ACHD RIDESHARE	2000	80	MISCELLANEOUS IMPROVEMENTS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
6555	LOCAL	N/A	ACHD RIDESHARE	2001	85	MISCELLANEOUS IMPROVEMENTS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
6590	US-20	33.267	INT STAR RD, ADA CO	1998	125	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
6591	SH-16	2.031	BEACON LIGHT RD & CHAPARRAL RD, ADA CO	2000	120	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
6611	SH-69	1.837	KUNA CURVE	1998	620	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6615	I-184	0.100	CURTIS RD IC, WB OFF-RAMP	1998	74	TURN BAY	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6636	SH-69	3.000	TURN BAYS ON SH-69 (5 LOCATIONS)	1999	400	INTERSECTION IMPROVEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6638	SH-21	10.270	DISCOVERY PARK TO ADA CO LINE	1999	1,086	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6640	I-84	0.000	MERIDIAN IC, WB OFF-RAMP	1999	121	TURN BAY	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6924	US-20	46.120	INT CHINDEN & VETERANS PARKWAY	1998	350	ADD LANES/SEPARATE ROADWAY	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
6982	US-20	45.800	44TH ST TO JCT I-184, GARDEN CITY	2001	545	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
7043	I-84	56.500	UPRR BR TO GOWEN RD O'PASS, WB	2001	560	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7054	US-20	39.225	INT US-20 & LOCUST GROVE RD, W OF BOISE	2001	196	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7147	I-84	49.000	CALDWELL TO ISAAC'S CANYON	1998	275	CORRIDOR PLAN	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
7147	I-84	49.000	CALDWELL TO ISAAC'S CANYON	1998	275	CORRIDOR PLAN	SURFACE TRANSPORTATION-RURAL	ACHD & OTHER LOCAL AGENCIES	1
7148	US-20	41.800	CLOVERDALE to HP MAIN ENT	2001	900	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
7192	SMA9803	15.118	MAPLE GROVE, FRANKLIN TO FAIRVIEW, BOISE	2000	1,760	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7196	SH-16	0.640	JCT SH-44 TO EMMETT, STAGE 1	2000	465	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT	1
7209	OFFSYS	N/A	TOWN SQUARE MALL SIGNAL CONTROLLER, BOISE	2000	170	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
7210	OFFSYS	N/A	BUS PURCHASE (2) CNG, BOISE	2000	665	TRANSIT	CONGESTION MITIGATION/AIR QUALITY	BOISE URBAN STAGES	1
7211	OFFSYS	N/A	COMMUTERIDE MARKETING, ADA CO	2000	106	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
7212	OFFSYS	N/A	COMMUTER VANS (5), NEW ROUTES, ADA CO	2000	180	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1

1 Federal-aid project included in Ada Planning Association's (APA) *Transportation Improvement Program*.

2 State-funded project within APA's boundary.

ADA PLANNING ASSOCIATION

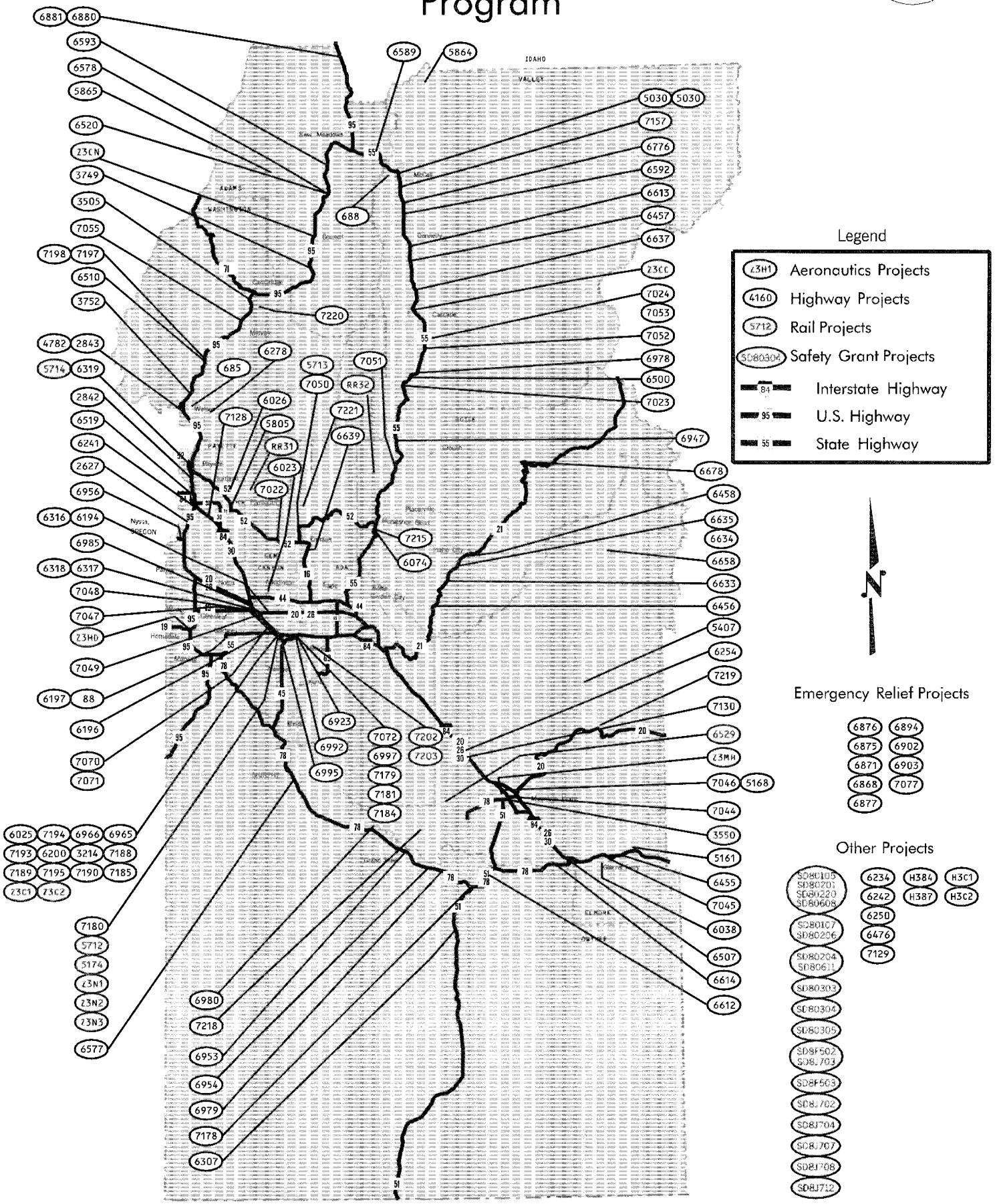
F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
7234	LOCAL	N/A	ACHD OVERLAY	1999	971	VARIOUS OVERLAYS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7235	LOCAL	N/A	ACHD OVERLAY	2000	971	VARIOUS OVERLAYS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7236	LOCAL	N/A	ACHD OVERLAY	2001	971	VARIOUS OVERLAYS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7237	LOCAL	N/A	ACHD RIDESHARE	2002	90	TRANSIT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7238	SMA9463	15.059	FIVE MILE RD, FRANKLIN RD TO FAIRVIEW	PREL	1,210	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
PO34	TRANSIT	N/A	BOISE	1998	99	TRANSIT PLANNING	FTA 5303, LOCAL	ADA PLANNING ASSOCIATION	1
PO35	TRANSIT	N/A	BOISE	1999	90	BUS PURCHASE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO36	TRANSIT	N/A	BOISE	1998	150	CAPITAL EXPENDITURE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO37	TRANSIT	N/A	BOISE	1998	236	PURCHASE EQUIPMENT & OVERHAUL	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO38	TRANSIT	N/A	BOISE	1998	3,450	TRANSIT OPERATION	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO39	TRANSIT	N/A	BOISE	1999	99	TRANSIT PLANNING	FTA 5303, LOCAL	ADA PLANNING ASSOCIATION	1
PO40	TRANSIT	N/A	BOISE	1999	960	BUS PURCHASE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO41	TRANSIT	N/A	BOISE	1999	200	CAPITAL EXPENDITURE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO42	TRANSIT	N/A	BOISE	1999	250	PURCHASE EQUIPMENT & OVERHAUL	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO43	TRANSIT	N/A	BOISE	1999	3,804	TRANSIT OPERATION	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO44	TRANSIT	N/A	BOISE	2000	99	TRANSIT PLANNING	FTA 5303, LOCAL	ADA PLANNING ASSOCIATION	1
PO45	TRANSIT	N/A	BOISE	2000	134	BUS PURCHASE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO46	TRANSIT	N/A	BOISE	2000	200	CAPITAL EXPENDITURE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO47	TRANSIT	N/A	BOISE	2000	250	PURCHASE EQUIPMENT & OVERHAUL	FTA 5307, LOCAL	BOISE URBAN STAGES	1
PO48	TRANSIT	N/A	BOISE	2000	3,994	TRANSIT OPERATION	FTA 5307, LOCAL	BOISE URBAN STAGES	1
SD8F502	SAFETY	N/A	BOISE POLICE DEPT	1998	11	TRAFFIC RECORDS / ROADWAY SAFETY PROGRAM	FEDERAL HIGHWAY ADMINISTRATION	NONE	2
SD8F503	SAFETY	N/A	CENTRAL DISTRICT HEALTH DEPT	1998	33	TRAFFIC SAFETY / ROADWAY SAFETY PROGRAM	FEDERAL HIGHWAY ADMINISTRATION	NONE	2
SD8J703	SAFETY	N/A	BOISE POLICE DEPT	1998	14	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	2
SD8J707	SAFETY	N/A	GARDEN CITY POLICE DEPT	1998	10	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	2
Z3B1	AERO	N/A	BOISE	1998	2,342	BUY SECURITY & SNOW REMOVAL EQUIP, REHAB TXWY, CONST CARGO APRON	FEDERAL / STATE / LOCAL	BOISE	2
Z3B2	AERO	N/A	BOISE	1999	2,404	REHAB GA APRN, MODIFY TERMINAL, BUY LAND	FEDERAL / STATE / LOCAL	BOISE	2
Z3B3	AERO	N/A	BOISE	2000	2,291	REHAB APRON & TXWY, MODIFY TERM (PHASE 2), CONST HELIPADS, BUY LAND	FEDERAL / STATE / LOCAL	BOISE	2

1 Federal-aid project included in Ada Planning Association's (APA) *Transportation Improvement Program*.

2 State-funded project within APA's boundary.

DISTRICT THREE
FY 1998 — 2002
Program



DISTRICT THREE

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
88	SH-55	3.890	MARSING TO SUNNY SLOPE CURVE	2002	2,255	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
685	US-95	81.640	WEISER ALTERNATE ROUTE	1998	7,593	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
688	SH-55	140.200	MCCALL ALTERNATE ROUTE	PREL	12,639	PRELIMINARY ENGINEERING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
2520	I-184	0.001	WYE IC, BOISE, STAGE 1	1998	20,808	INTERCHANGE	INTERSTATE 4R DISCRETIONARY	IDAHO TRANSPORTATION DEPT	1
2610	I-184	0.888	FRANKLIN IC TO CURTIS IC, BOISE, STAGE 1	1999	5,107	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
2627	US-95	54.600	CANYON CO LINE TO I-84	1998	6,900	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
2842	US-95	66.179	PAYETTE RIVER BR, S OF PAYETTE	PREL	1,852	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	
2843	US-95	81.525	WEISER RIVER BR, S OF WEISER	2000	2,458	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	
3214	I-84	33.000	KARCHER IC, NAMPA, STAGE 1	PREL	2,953	INTERCHANGE	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
3505	US-95	108.990	CAMBRIDGE SOUTH	2002	5,425	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
3550	I-84B	4.360	MOUNTAIN HOME RR OVERPASS	PREL	9,149	GRADE SEPARATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
3749	US-95	128.020	MESA, NORTH	2000	1,085	PAVEMENT REHABILITATION AND RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
3752	US-95	84.000	WEISER SATELLITE POE	1998	144	WEIGH STATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
4160	I-84	63.517	BLACKS CR REST AREA, E OF BOISE	2000	4,263	REST AREA IMPROVEMENTS/RECONSTRUCTION	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
4782	US-95	80.200	WEISER, SOUTH	2000	556	RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
5030	OFFSYS	100.000	DEINHARD LANE, SH-55 TO BOYDSTUN, MCCALL	2002	4,367	RELOCATION	SURFACE TRANSPORTATION-RURAL	VALLEY CO	
5130	US-20	40.230	EAGLE RD TO CLOVERDALE	2000	2,375	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
5149	STC3782	0.676	AVALON ST, KUNA	1998	142	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	ADA CO HD	1
5153	SH-69	1.442	KUNA TO KUNA CANAL BR	PREL	2,335	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	1
5161	STC3808	2.120	KING HILL BR, ELMORE CO	1998	1,260	BRIDGE REPLACEMENT	BRIDGE-LOCAL	GLENNS FERRY HD	
5168	STC8943	101.402	8TH N ST, CANAL TO AMERICAN LEGION BLVD, MTN HOME	PREL	665	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	MOUNTAIN HOME	
5174	OFFSYS	6.473	COLUMBIA RD, E OF NAMPA	2000	699	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	NAMPA HD #1	
5407	STC3811	14.470	PINE RD, STAGE 1, ELMORE CO	1998	1,510	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-RURAL	GLENNS FERRY HD	
5528	OFFSYS	N/A	RED LION TO E 52ND, GARDEN CITY	1998	290	BICYCLE/PEDESTRIAN TRAILS	CONGESTION MITIGATION/AIR QUALITY	GARDEN CITY	1
5702	SMA7553	2.676	FEDERAL WAY, T K AVE TO GEKELER, BOISE	2001	2,795	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
5703	SMA7553	51.027	FEDERAL WAY; OVERLAND TO BROADWAY, BOISE	2001	4,179	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
5712	STC8253	0.413	NORTHSIDE RD, NAMPA	1999	266	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	NAMPA HD #1	
5713	OFFSYS	3.690	CASCADE RD, EMMETT	2001	266	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	GEM CO	
5714	OFFSYS	4.000	23RD/RIVER RD, PAYETTE	PREL	239	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	PAYETTE CO	
5729	OFFSYS	N/A	FIVE MILE CR PATHWAY, MERIDIAN RD TO LINDER RD	1998	148	BICYCLE/PEDESTRIAN TRAILS	CONGESTION MITIGATION/AIR QUALITY	MERIDIAN	1
5805	SH-52	14.400	HAMILTONS CORNER TO EMMETT	1999	265	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
5864	STC4706	22.300	SECESH SUMMIT TO BURGDORF JCT (FH 21)	1998	1,500	RESURFACING	FOREST HIGHWAY	FOREST SERVICE	
5865	STC3894	12.500	COUNCIL-CUPRUM RD (FH 63); MP 12.5 TO BEAR	1999	8,000	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE	
5919	I-184	0.001	WYE IC, BOISE, STAGE 2	2000	19,843	INTERCHANGE	INTERSTATE 4R DISCRETIONARY	IDAHO TRANSPORTATION DEPT	1
5934	I-184	0.900	COLE RD OFF-RAMP, BOISE	1998	665	ADD LANES/SEPARATE ROADWAY	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
5986	OFFSYS	N/A	E BOISE RIVER FOOTBRIDGE, STAGE 2, BOISE	1998	487	BICYCLE/PEDESTRIAN TRAILS	SURFACE TRANSPORTATION-ENHANCEMENT	BOISE	1
6008	SMA8963	11.136	EAGLE/OVERLAND RDS, STAGE 1, ADA CO	1998	78	PARK/RIDE/ LOTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6023	STC3750	5.800	MIDDLETON BRIDGES, BOISE RIVER, MIDDLETON	PREL	2,431	BRIDGE REPLACEMENT	BRIDGE-LOCAL	CANYON HD #4	
6025	OFFSYS	100.183	INDIAN CR, 17TH AVE N BR, NAMPA	1999	239	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	NAMPA	
6026	OFFSYS	103.328	GULCH RD BR, BIG WILLOW CR, PAYETTE CO	2002	323	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	PAYETTE CO	
6038	OFFSYS	0.000	THREE ISLAND STATE PARK	1998	1,960	MISCELLANEOUS IMPROVEMENTS	SURFACE TRANSPORTATION-ENHANCEMENT	DEPT OF PARKS & RECREATION	
6074	SH-55	63.700	PORTER CR TO BANKS	1999	248	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6194	US-20	27.254	INT MIDDLETON RD, CANYON CO	1998	187	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6195	SH-44	12.299	JCT SH-16, W OF EAGLE	1998	187	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
6196	SH-55	14.600	MIDWAY AVE TO KARCHER RD, NAMPA	2000	1,372	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6197	SH-55	7.113	PRIDE LN & RIVERSIDE RD, CANYON CO	2000	575	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6200	I-84	36.000	I-84 WB & FRANKLIN RD, NAMPA	1998	393	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6234	I-84	0.000	PAVEMENT STRIPING	1998	210	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6241	I-84	0.000	OREGON ST LINE TO BLACK CANYON IC, EB, STAGE I	1999	6,885	BASE/SUB-BASE WORK & RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6242	I-84	0.000	PAVEMENT STRIPING	1999	215	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6250	I-84	0.000	PAVEMENT STRIPING	2000	210	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6254	I-84	72.500	REGINA TO CLEFT, WB	PREL	12,190	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6269	LOCAL	N/A	CENTRAL TRAFFIC MANAGEMENT SYSTEM, ADA CO	1998	400	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6270	OFFSYS	N/A	COMMUTER VANS (5), NEW ROUTES, ADA CO	1998	150	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6271	OFFSYS	N/A	BUS PURCHASE (2), BOISE	1999	445	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	BOISE URBAN STAGES	1
6272	OFFSYS	N/A	ACHD SWEEPER TRUCKS (2)	1998	240	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6273	STC3783	108.160	BEACON LIGHT RD & SH-55	1998	110	PARK/RIDE/ LOTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6274	OFFSYS	N/A	COMMUTERIDE MARKETING, ADA CO	1998	100	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1

1 Federal-aid project included in Ada Planning Association's (APA) *Transportation Improvement Program.*
2 State-funded project within APA's boundary.
All footnoted projects are on APA's map.

DISTRICT THREE

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
6278	OFFSYS	100.740	UNITY RD BR, WASHINGTON CO	2002	1,020	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	WASHINGTON CO	
6299	US-20	41.790	HP MAIN ENTRANCE TO JOPLIN RD, BOISE	PREL	3,570	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
6307	SH-51	60.000	SNAKE RIVER BR, SOUTH, OWYHEE CO	1999	1,025	RESURFACING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
6316	STC7893	0.377	INDIANA ST; LINDEN TO BLAINE, CALDWELL	1999	474	MAJOR WIDENING	SURFACE TRANSPORTATION-URBAN	CALDWELL	
6317	SMA7923	7.126	INT LINDEN & TENTH STREETS, CALDWELL	2002	269	INTERSECTION IMPROVEMENT	SURFACE TRANSPORTATION-URBAN	CALDWELL	
6318	SMA7923	8.132	INT LINDEN & INDIANA STREETS, CALDWELL	1998	269	INTERSECTION IMPROVEMENT	SURFACE TRANSPORTATION-URBAN	CALDWELL	
6319	SH-52	1.084	INT 6TH AVE & SH-52, PAYETTE	2002	230	ADD LANES/SEPARATE ROADWAY	SURFACE TRANSPORTATION-URBAN	PAYETTE	
6449	SMA7153	0.000	BOGUS BASIN RD (FH 79)	1998	2,500	PAVEMENT REHABILITATION AND RESURFACING	FOREST HIGHWAY	FOREST SERVICE	1
6455	I-84	121.500	GLENN'S FERRY BR, ELMORE CO	1998	215	BRIDGE REHABILITATION	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6456	SH-21	24.340	DUNNIGAN CR BR, BOISE CO	1999	501	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6457	SH-55	130.990	BOULDER CR BR, DONNELLY	1998	404	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6458	SH-21	36.940	ELK CR BR, BOISE CO	1999	85	SHORT SPAN REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6476	I-84	0.000	PAVEMENT STRIPING	2001	210	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6480	I-84	50.700	ORCHARD IC TO BROADWAY IC	PREL	5,510	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6486	I-184	0.900	FRANKLIN IC TO CURTIS IC, STAGE 2	2001	7,500	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
6492	I-84	50.700	ORCHARD IC TO BROADWAY IC	PREL	10,185	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
6500	SH-55	99.800	RAINBOW BR, VALLEY CO	1999	266	BRIDGE REHABILITATION	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	
6507	SH-78	96.320	BENNETT CR BR, ELMORE CO	1998	245	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6510	US-95	95.390	GUARDRAIL PRIORITY 8	1999	135	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT	
6519	US-95	60.780	GUARDRAIL PRIORITY 7	1999	131	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT	
6520	US-95	96.340	GUARDRAIL PRIORITY 10	1999	138	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT	
6529	STC3805	115.851	SIMCO RD, ELMORE CO	PREL	280	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	MOUNTAIN HOME HD	
6544	LOCAL	N/A	DOWNTOWN BOISE SIGNAL CONTROLLER	1999	720	TRAFFIC SIGNALS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6545	OFFSYS	N/A	PARK/RIDE LOT, MERIDIAN	1999	219	PARK/RIDE/ LOTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6546	SH-21	5.455	ECKERT PATHWAY EXTENSION, ADA CO	2000	400	BICYCLE/PEDESTRIAN TRAILS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
6550	LOCAL	N/A	ACHD RIDESHARE	1998	70	MISCELLANEOUS IMPROVEMENTS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
6552	LOCAL	N/A	ACHD RIDESHARE	1999	80	MISCELLANEOUS IMPROVEMENTS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
6554	LOCAL	N/A	ACHD RIDESHARE	2000	80	MISCELLANEOUS IMPROVEMENTS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
6555	LOCAL	N/A	ACHD RIDESHARE	2001	85	MISCELLANEOUS IMPROVEMENTS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
6577	SH-78	29.300	MURPHY TO SINKER CR EAST	1998	955	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6578	US-95	145.800	WEISER RIVER BR TO TAMARACK	1998	950	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6589	SH-55	147.600	BOYDSTUN LN TO NEW MEADOWS	1999	1,200	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6590	US-20	33.267	INT STAR RD, ADA CO	1998	125	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
6591	SH-16	2.031	BEACON LIGHT RD & CHAPARRAL RD, ADA CO	2000	120	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
6592	SH-55	140.483	ELO RD & JOHNSON LN, VALLEY CO	2000	120	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6593	US-95	136.000	COUNCIL NORTH TO WEISER RIVER BR	1999	1,400	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6611	SH-69	1.837	KUNA CURVE	1998	620	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6612	SH-78	82.900	JCT SH-51 TO MP 90.5	1998	1,110	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6613	SH-55	122.900	TO DONNELLY	1998	1,223	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6614	SH-78	90.500	TO HAMMETT	1998	1,155	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6615	I-184	0.100	CURTIS RD IC, WB OFF-RAMP	1998	74	TURN BAY	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6633	SH-21	31.260	THORN CR BR, BOISE CO	1999	311	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6634	SH-21	35.380	NEW YORK GULCH BR #1, BOISE CO	1999	450	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6635	SH-21	35.570	NEW YORK GULCH BR #2, BOISE CO	1999	409	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6636	SH-69	3.000	TURN BAYS ON SH-69 (5 LOCATIONS)	1999	400	INTERSECTION IMPROVEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6637	SH-55	115.900	CASCADE TO MP 122.9	1999	1,011	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6638	SH-21	10.270	DISCOVERY PARK TO ADA CO LINE	1999	1,086	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6639	SH-16	9.000	TO EMMETT	1999	832	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6640	I-84	0.000	MERIDIAN IC, WB OFF-RAMP	1999	121	TURN BAY	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6658	STC3809	132.790	MIDDLE FORK BOISE RIVER TO ATLANTA (FH 82)	2000	1,200	MINOR WIDENING & RESURFACING	FOREST HIGHWAY	FOREST SERVICE	
6678	SH-21	72.360	LOWMAN TO BANNER SUMMIT	1999	794	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6776	SH-55	131.570	DONNELLY TO MCCALL	1999	200	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6868	US-95	177.500	HAZARD CR TO PINEHURST	1998	5,748	ROAD EMERGENCY RELIEF	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT	
6871	LOCAL	100.367	GOODRICH RD, E OF CAMBRIDGE	1998	10	ROAD EMERGENCY RELIEF	EMERGENCY RELIEF-LOCAL	WASHINGTON CO	
6875	STC3904	19.250	WARM LAKE RD	1998	567	ROAD EMERGENCY RELIEF	EMERGENCY RELIEF-LOCAL	VALLEY CO	
6876	LOCAL	0.900	MORES CR RIM RANCH	1998	20	ROAD EMERGENCY RELIEF	EMERGENCY RELIEF-LOCAL	BOISE CO	
6877	STC3888	101.907	WEISER RV BR ON MILL RD, E OF CAMBRIDGE	1998	439	ROAD EMERGENCY RELIEF	EMERGENCY RELIEF-LOCAL	WASHINGTON CO	
6880	US-95	181.000	HAZARD CR TO PINEHURST, NORTH SECTION	1998	675	RECONSTRUCTION/REALIGNMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	

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F Y 1998 - 2002 Program

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6881	US-95	176.600	HAZARD CR TO PINEHURST, SOUTH SECTION	1998	1,093	RECONSTRUCTION/REALIGNMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6894	LOCAL	106.800	MIDDLE FK PAYETTE RV RD	1998	10	ROAD EMERGENCY RELIEF	EMERGENCY RELIEF-LOCAL	BOISE CO	
6902	SH-55	71.700	UPPER/LOWER BANKS, BOISE CO	1998	660	ROAD EMERGENCY RELIEF	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT	
6903	US-95	67.200	PAYETTE TO N OF NEW MEADOWS	1998	945	ROAD EMERGENCY RELIEF	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT	
6923	I-84	36.000	EXIT 36, EB & FRANKLIN RD, NAMPA	1998	393	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6924	US-20	46.120	INT CHINDEN & VETERANS MEMORIAL PARKWAY	1998	350	ADD LANES/SEPARATE ROADWAY	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
6947	SH-55	84.390	SILVER BR TO SMITH'S FERRY, VALLEY CO	2000	990	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6953	SH-78	60.000	GRANDVIEW TO RIMROCK	2000	845	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6954	SH-78	66.000	RIMROCK TO MP 71	2000	715	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6956	US-20	0.000	OREGON ST LINE TO JCT US-95	2000	240	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6965	I-84B	57.940	CALDWELL BLVD TO 3RD ST S, NAMPA	2000	450	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6966	I-84B	58.990	11TH AVE N TO GRANT AVE,NAMPA	2000	420	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6978	SH-55	101.800	ROUND VALLEY REST AREA, VALLEY CO	2001	900	REST AREA	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6979	SH-71	71.000	TO JCT SH-51, OWYHEE CO	2001	585	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6980	SH-78	52.000	ENVIROSAFE TO GRANDVIEW	2001	900	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6982	US-20	45.800	44TH ST TO JCT I-184, GARDEN CITY	2001	545	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	1
6985	I-84	26.600	NOTUS TO CENTENNIAL	2000	350	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6992	I-84	38.000	EXIT 38, I-84 EB & GARRITY BLVD, NAMPA	2000	190	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6995	I-84B	58.470	11TH AVE N & FRANKLIN BLVD, NAMPA	2000	246	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6997	I-84B	60.170	GARRITY BLVD TO NAMPA CL	1998	587	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7022	SH-52	26.000	CASCADE RD TO JCT SH-16, GEM CO	2000	430	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7023	SH-55	97.350	SMITH'S FERRY TO ROUND VALLEY, VALLEY CO	2000	650	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7024	SH-55	101.890	ROUND VALLEY PASSING LANES, VALLEY CO	2000	1,000	MINOR WIDENING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7043	I-84	56.500	UPRR BR TO GOWEN RD O'PASS, WB	2001	560	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7044	I-84B	3.640	MTN HOME BUSINESS LOOP	2001	360	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7045	I-84B	0.000	GLENNS FERRY BUSINESS LOOP	2001	360	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7046	I-84B	2.000	MCMURTY RD TO 8TH N ST, MTN HOME	2001	250	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7047	I-84B	19.880	CLEVELAND BLVD TO CENTENNIAL WAY, CALDWELL	2001	525	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7048	I-84B	19.920	BLAINE/CLEVELAND INT TO SIMPLOT BLVD, CALDWELL	2001	385	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7049	I-84B	51.094	INT CLEVELAND BLVD & INDIANA AVE, CALDWELL	2001	118	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7050	SH-16	13.927	JCT SH-52, EMMETT	2001	196	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7051	SH-55	78.310	BANKS PASSING LANES, BOISE CO	2001	540	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7052	SH-55	106.900	CLEAR CR TO PAYETTE RIVER BR, VALLEY CO	2001	700	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7053	SH-55	101.890	ROUND VALLEY TO CLEAR CR, VALLEY CO	2001	800	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7054	US-20	39.225	INT US-20 & LOCUST GROVE RD, W OF BOISE	2001	196	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7055	US-95	106.750	S OF KEITHLY BR TO N OF CAMBRIDGE	2001	800	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7070	US-20	25.105	EXIT 29, I-84 WB OFF RAMP & US-20(FRANKLIN RD)	2001	240	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7071	US-20	24.805	EXIT 29, I-84 EB OFF RAMP & US-20(FRANKLIN RD)	2001	221	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7072	I-84	0.000	GARRITY IC RAMP, WB, NAMPA	2001	495	MAJOR WIDENING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7077	STC3811	12.900	PINE RD	1998	275	ROAD EMERGENCY RELIEF	EMERGENCY RELIEF-LOCAL	GLENNS FERRY HD	
7128	I-84	0.000	OREGON ST LINE TO BLACK CANYON IC, WB, STAGE 1	2000	6,200	BASE & RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7129	I-84	0.000	PAVEMENT STRIPING	2002	210	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7130	I-84	82.800	JACKRABBIT O'PASS TO SEBREE	PREL	600	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7147	I-84	49.000	CALDWELL TO ISAAC'S CANYON	1998	275	CORRIDOR PLAN	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
7147	I-84	49.000	CALDWELL TO ISAAC'S CANYON	1998	275	CORRIDOR PLAN	SURFACE TRANSPORTATION-RURAL	ACHD & OTHER LOCAL AGENCIES	1
7148	US-20	41.800	CLOVERDALE TO HP MAIN ENT	2001	900	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
7157	SH-55	140.820	LAKE FORK CANAL, S OF MCCALL	1998	281	BRIDGE REPLACEMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
7178	SH-51	60.000	BRUNEAU, SOUTH	1999	1,090	RESURFACING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
7179	I-84B	59.520	GARRITY BLVD/11TH AVE N, NAMPA	2000	86	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-STATE	NAMPA	
7179	I-84B	59.520	GARRITY BLVD/11TH AVE N, NAMPA	2000	98	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7180	I-84B	57.352	NAMPA/CALDWELL BLVD & ORCHARD AVE, NAMPA	2000	86	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-STATE	NAMPA	
7180	I-84B	57.352	NAMPA/CALDWELL BLVD & ORCHARD AVE, NAMPA	2000	98	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7181	I-84B	59.846	GARRITY & 16TH AVE N, NAMPA	2000	80	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-STATE	NAMPA	
7181	I-84B	59.846	GARRITY & 16TH AVE N, NAMPA	2000	98	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7184	I-84B	60.419	GARRITY & N KINGS RD, NAMPA	2001	80	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-STATE	NAMPA	
7184	I-84B	60.419	GARRITY & N KINGS RD, NAMPA	2001	98	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7185	SH-55	19.060	NAMPA BLVD & 6TH ST N EXT, NAMPA	2001	80	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-STATE	NAMPA	
7185	SH-55	19.060	NORTHSIDE BLVD & 6TH ST N, NAMPA	2001	98	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	

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7188	LOCAL	0.748	16TH AVE S & 7TH ST S, NAMPA	1999	170	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7189	LOCAL	0.230	GARRITY & CAN-ADA RD, NAMPA	1999	190	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7190	LOCAL	5.476	11TH AVE S & 7TH ST S, NAMPA	1999	170	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7192	SMA9803	15.118	MAPLE GROVE, FRANKLIN TO FAIRVIEW, BOISE	2000	1,760	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7193	LOCAL	14.359	N MIDLAND BLVD & W ORCHARD AVE, NAMPA	2000	170	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7194	LOCAL	0.361	7TH AVE & 7TH ST, NAMPA	2000	170	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7195	LOCAL	1.465	NORTHSIDE BLVD & KARCHER RD, NAMPA	2000	170	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-URBAN	NAMPA	
7196	SH-16	0.640	JCT SH-44 TO EMMETT, STAGE 1	2000	465	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT	1
7197	US-95	95.800	MANNS CREEK, WASHINGTON CO, STAGE 3	2000	143	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT	
7198	US-95	97.320	MANNS CREEK, WASHINGTON CO, STAGE 4	2000	153	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT	
7202	OFFSYS	0.000	HAPPY VALLEY RD RR XING, CANYON CO	PREL	675	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	NAMPA HD #1	
7203	OFFSYS	0.000	ROBINSON BLVD RR XING, CANYON CO	PREL	685	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	NAMPA HD #1	
7209	OFFSYS	N/A	TOWN SQUARE MALL SIGNAL CONTROL MEASURE, BOISE	2000	170	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
7210	OFFSYS	N/A	BUS PURCHASE (2) CNG, BOISE	2000	665	TRANSIT	CONGESTION MITIGATION/AIR QUALITY	BOISE URBAN STAGES	1
7211	OFFSYS	N/A	COMMUTERIDE MARKETING, ADA CO	2000	106	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
7212	OFFSYS	N/A	COMMUTER VANS (5), NEW ROUTES, ADA CO	2000	180	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	ADA CO HD	1
7215	SH-55	63.600	PAYETTE RIVER BR, S HORSESHOE BEND	PREL	1,535	BRIDGE REHABILITATION	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	
7218	OFFSYS	101.100	LOW LINE CANAL BR AT HAYLAND RD, ELMORE CO	PREL	127	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	MOUNTAIN HOME HD	
7219	OFFSYS	39.500	ELK CR BR, ELMORE CO	PREL	92	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	MOUNTAIN HOME HD	
7220	OFFSYS	102.900	SHOE PEG RD BR, WASHINGTON CO	PREL	615	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	WASHINGTON CO	
7221	OFFSYS	110.100	BUTTE RD BR OVER SQUAW CR, GEM CO	PREL	177	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	GEM CO	
7234	LOCAL	N/A	ACHD OVERLAY	1999	971	VARIOUS OVERLAYS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7235	LOCAL	N/A	ACHD OVERLAY	2000	971	VARIOUS OVERLAYS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7236	LOCAL	N/A	ACHD OVERLAY	2001	971	VARIOUS OVERLAYS	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7237	LOCAL	N/A	ACHD RIDESHARE	2002	90	TRANSIT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
7238	SMA9463	15.059	FIVE MILE RD, FRANKLIN RD TO FAIRVIEW	PREL	1,210	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	ADA CO HD	1
H384	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2000	495	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
H387	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2001	500	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
P034	TRANSIT	N/A	BOISE	1998	99	TRANSIT PLANNING	FTA 5303, LOCAL	ADA PLANNING ASSOCIATION	1
P035	TRANSIT	N/A	BOISE	1999	90	BUS PURCHASE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P036	TRANSIT	N/A	BOISE	1998	150	CAPITAL EXPENDITURE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P037	TRANSIT	N/A	BOISE	1998	236	PURCHASE EQUIPMENT & OVERHAUL	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P038	TRANSIT	N/A	BOISE	1998	3,732	TRANSIT OPERATION	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P039	TRANSIT	N/A	BOISE	1999	99	TRANSIT PLANNING	FTA 5303, LOCAL	ADA PLANNING ASSOCIATION	1
P040	TRANSIT	N/A	BOISE	1999	960	BUS PURCHASE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P041	TRANSIT	N/A	BOISE	1999	200	CAPITAL EXPENDITURE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P042	TRANSIT	N/A	BOISE	1999	250	PURCHASE EQUIPMENT & OVERHAUL	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P043	TRANSIT	N/A	BOISE	1999	3,892	TRANSIT OPERATION	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P044	TRANSIT	N/A	BOISE	2000	99	TRANSIT PLANNING	FTA 5303, LOCAL	ADA PLANNING ASSOCIATION	1
P045	TRANSIT	N/A	BOISE	2000	134	BUS PURCHASE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P046	TRANSIT	N/A	BOISE	2000	200	CAPITAL EXPENDITURE	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P047	TRANSIT	N/A	BOISE	2000	250	PURCHASE EQUIPMENT & OVERHAUL	FTA 5307, LOCAL	BOISE URBAN STAGES	1
P048	TRANSIT	N/A	BOISE	2000	4,048	TRANSIT OPERATION	FTA 5307, LOCAL	BOISE URBAN STAGES	1
RR31	RAIL	N/A	PAYETTE TO EMMETT	UNKNOWN	1,000	RAILROAD REHABILITATION	UNKNOWN	IDAHO NORTHERN AND PACIFIC RR	
RR32	RAIL	N/A	EMMETT TO CASCADE	UNKNOWN	2,000	RAILROAD REHABILITATION	UNKNOWN	IDAHO NORTHERN AND PACIFIC RR	
SD80105	SAFETY	N/A	CALDWELL POLICE DEPT	1998	5	IMPAIRED DRIVING PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80107	SAFETY	N/A	ELMORE CO SHERIFF	1998	15	IMPAIRED DRIVING PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80201	SAFETY	N/A	CALDWELL POLICE DEPT	1998	53	RISKY DRIVER BEHAVIOR	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80204	SAFETY	N/A	CANYON CO SHERIFF	1998	15	RISKY DRIVER BEHAVIOR	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80206	SAFETY	N/A	ELMORE CO SHERIFF	1998	12	RISKY DRIVER BEHAVIOR	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80220	SAFETY	N/A	CALDWELL POLICE DEPT	1998	14	YOUTHFUL DRIVERS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80303	SAFETY	N/A	LOWMAN AMBULANCE	1998	6	EMERGENCY MEDICAL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80304	SAFETY	N/A	CASCADE RURAL FIRE AND EMS	1998	7	EMERGENCY MEDICAL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80305	SAFETY	N/A	MIDDLETON QUICK RESPONSE/FIRE DEPT	1998	6	EMERGENCY MEDICAL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80608	SAFETY	N/A	CALDWELL POLICE DEPT	1998	21	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80611	SAFETY	N/A	CANYON CO SHERIFF	1998	5	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD8F502	SAFETY	N/A	BOISE POLICE DEPT	1998	11	TRAFFIC RECORDS / ROADWAY SAFETY PROGRAM	FEDERAL HIGHWAY ADMINISTRATION	NONE	2
SD8F503	SAFETY	N/A	CENTRAL DISTRICT HEALTH DEPT	1998	33	TRAFFIC SAFETY / ROADWAY SAFETY PROGRAM	FEDERAL HIGHWAY ADMINISTRATION	NONE	2

1 Federal-aid project included in Ada Planning Association's (APA) *Transportation Improvement Program.*
2 State-funded project within APA's boundary.
All footnoted projects are on APA's map.

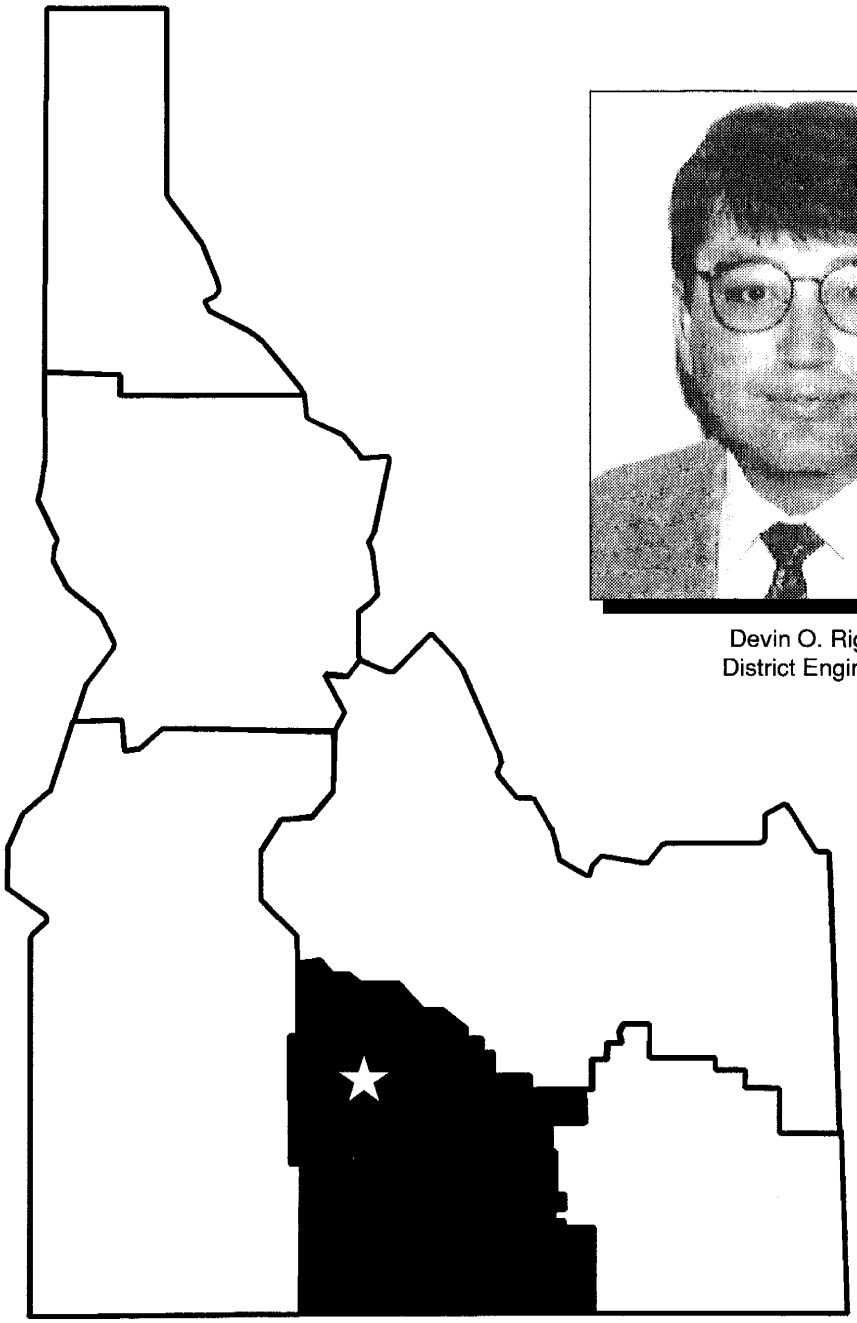
DISTRICT THREE

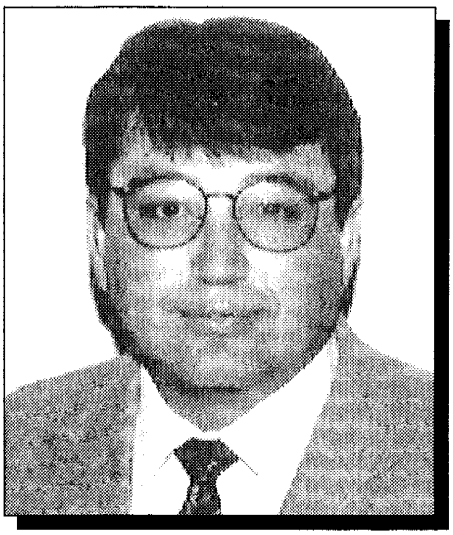
F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR
SD8J702	SAFETY	N/A	OWYHEE CO SHERIFF	1998	8	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD8J703	SAFETY	N/A	BOISE POLICE DEPT	1998	14	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD8J704	SAFETY	N/A	BOISE CO SHERIFF	1998	19	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD8J707	SAFETY	N/A	GARDEN CITY POLICE DEPT	1998	10	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD8J708	SAFETY	N/A	VALLEY CO SHERIFF	1998	19	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD8J712	SAFETY	N/A	CASCADE POLICE DEPT	1998	11	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
Z3B1	AERO	N/A	BOISE	1998	2,342	BUY SECURITY & SNOW REMOVAL EQUIP, REHAB TXWY, CONST CARGO APRON	FEDERAL / STATE / LOCAL	BOISE
Z3B2	AERO	N/A	BOISE	1999	2,404	REHAB GA APRN, MODIFY TERMINAL, BUY LAND	FEDERAL / STATE / LOCAL	BOISE
Z3B3	AERO	N/A	BOISE	2000	2,291	REHAB APRON & TXWY, MODIFY TERM (PHASE 2), CONST HELIPADS, BUY LAND	FEDERAL / STATE / LOCAL	BOISE
Z3C1	AERO	N/A	CALDWELL	1998	250	SEAL COAT HANGAR TXWY & APRON	FEDERAL / STATE / LOCAL	CALDWELL
Z3C2	AERO	N/A	CALDWELL	2000	560	CONST AG OPERATIONS AREA, TXWY, ACCESS ROAD	FEDERAL / STATE / LOCAL	CALDWELL
Z3CC	AERO	N/A	CASCADE	2000	213	SEAL COAT PVMNTS, IMPROVE RNWY SAFETY AREA	FEDERAL / STATE / LOCAL	CASCADE
Z3CN	AERO	N/A	COUNCIL	1999	577	REHAB RUNWAY, LIGHTS, & APRON, EXPAND APRON	FEDERAL / STATE / LOCAL	COUNCIL
Z3HD	AERO	N/A	HOMEDALE	2000	65	OVERLAY RUNWAY	STATE / LOCAL	HOMEDALE
Z3MH	AERO	N/A	MOUNTAIN HOME	2000	572	EXTEND HANGAR TXWY, EXPAND APRON, INSTALL RNWY END ID LIGHTS, WINDCONE & FENCE	FEDERAL / STATE / LOCAL	MOUNTAIN HOME
Z3N1	AERO	N/A	NAMPA	1998	757	REHAB ARPON, BUY LAND	FEDERAL / STATE / LOCAL	NAMPA
Z3N2	AERO	N/A	NAMPA	1999	578	EXPAND APRON, INSTALL FENCE & GATES	FEDERAL / STATE / LOCAL	NAMPA
Z3N3	AERO	N/A	NAMPA	2000	278	BUY LAND	FEDERAL / STATE / LOCAL	NAMPA

1 Federal-aid project included in Ada Planning Association's (APA) *Transportation Improvement Program.*
2 State-funded project within APA's boundary.
All footnoted projects are on APA's map.

District 4





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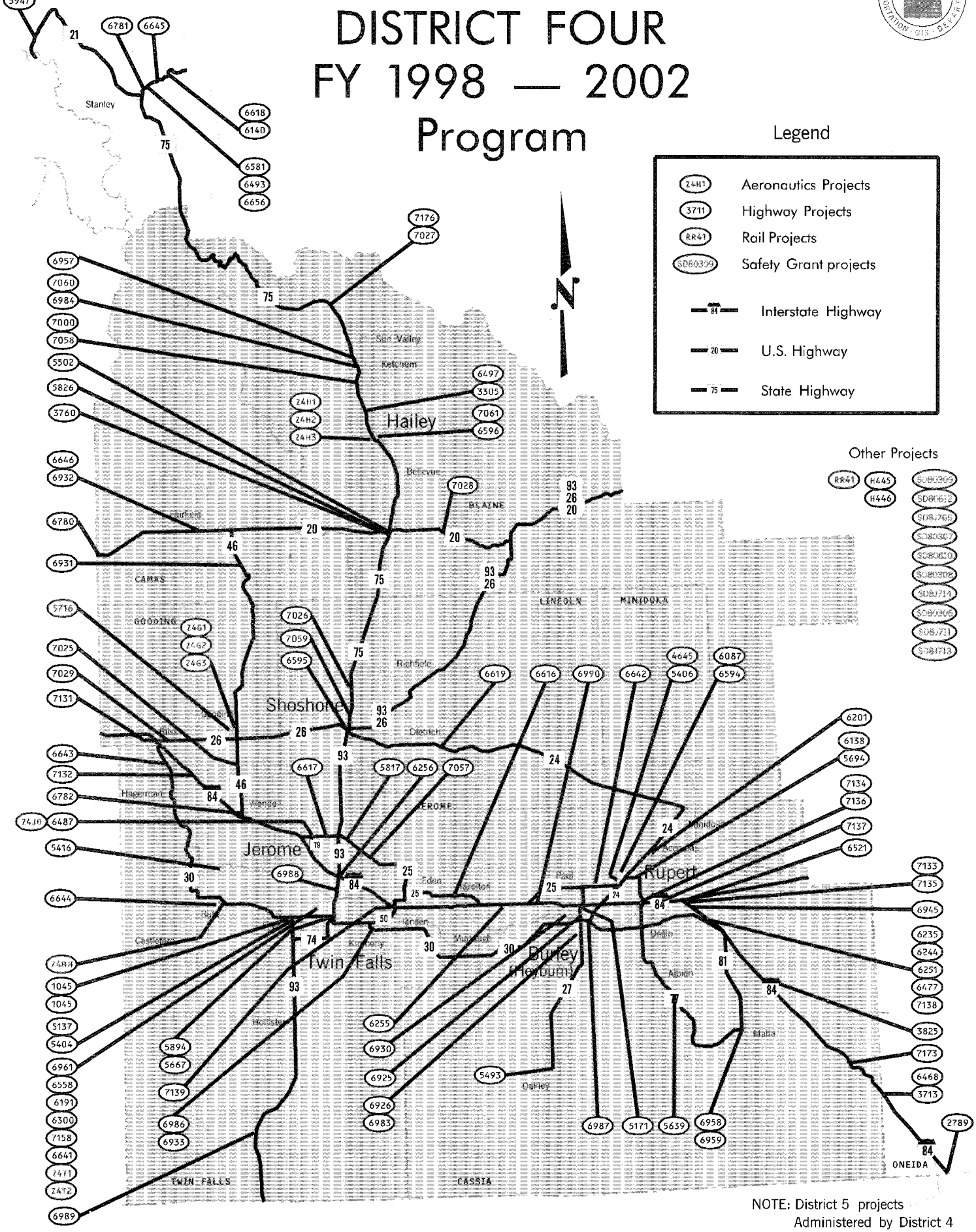
NOTE: District 6 projects
Administered by District 4

DISTRICT FOUR
FY 1998 — 2002
Program



NOTE: District 5 projects
Administered by District 4

DISTRICT FOUR

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR
1045	US-93	212.596	JCT US-30/93 TO TWIN FALLS	1999	6,792	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
2789	I-84	269.000	JUNIPER REST AREA TO UTAH ST LINE, EB, STAGE 1	1998	6,301	RECONSTRUCTION/REALIGNMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
3305	SH-75	122.192	BIG WOOD RIVER BR AT GREENHORN	2000	1,213	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
3711	I-84	10.000	BLISS REST AREA, GOODING CO	2000	2,000	REST AREA IMPROVEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
3713	I-84	10.000	JUNIPER REST AREA, NEAR UTAH ST LINE	1998	1,052	REST AREA IMPROVEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
3760	US-20	10.000	TIMMERMAN REST AREA, BLAINE CO	2000	210	REST AREA IMPROVEMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
3825	I-84	10.000	COTTEREL POE, CASSIA CO	PREL	245	PORT-OF-ENTRY IMPROVEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
4645	SH-25	50.942	EIRR XING AT SH-25, RUPERT	2000	396	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	IDAHO TRANSPORTATION DEPT
5137	US-93	41.600	TWIN FALLS ALTERNATE ROUTE, STAGE 1	2001	4,527	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
5171	I-84B	22.800	OVERLAND BR, BURLEY	1998	6,137	BRIDGE REPLACEMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
5404	US-93	43.600	TWIN FALLS ALTERNATE ROUTE, STAGE 2	2002	8,506	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
5406	SH-25	50.665	CAMERON'S CORNER, RUPERT	2000	1,388	MAJOR WIDENING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
5416	OFFSYS	105.617	CEDAR DRAW BR, TWIN FALLS CO	1998	266	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	FILER HD
5493	SH-27	0.000	OAKLEY TO BURLEY	1999	212	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
5502	SH-75	102.100	JCT US-20 TO POVERTY FLAT	1999	54	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
5639	SH-77	19.250	ALBION HILL	2001	5,077	BASE/SUB-BASE WORK & RESURFACING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
5667	SMA7122	0.120	ADDISON AVE E, STAGE 2, TWIN FALLS	1998	1,630	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	TWIN FALLS, CITY OF
5694	SH-25	53.145	"A" CANAL BR, RUPERT	1999	313	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT
5716	OFFSYS	0.000	1800 E RD, GOODING	2002	326	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	GOODING HD #1
5817	SH-25	2.100	JEROME TO JCT US-93	1999	47	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
5826	US-20	178.100	JCT SH-75 TO SILVER CR	1999	139	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
5894	US-93	47.400	N FIVE POINTS TO FALLS AVE, TWIN FALLS	1998	92	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED	IDAHO TRANSPORTATION DEPT
5947	SH-21	105.517	BOISE CO LINE TO VADER CR	1998	946	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6087	SH-24	5.100	RUPERT TO MINIDOKA	1999	118	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6138	SH-25	52.760	RUPERT TO 100 E RD	1999	981	MINOR WIDENING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
6140	SH-75	213.470	SLATE CR BR TO CLAYTON RANGER STATION	1998	384	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6191	US-93	49.455	INT POLELINE RD & BLUE LAKES BLVD, TWIN FALLS	1998	1,000	INTERSECTION IMPROVEMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6201	SH-24	9.800	ACEQUIA TO 500 EAST RD	1998	240	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6235	I-84	121.109	PAVEMENT STRIPING	1998	220	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6244	I-84	121.109	PAVEMENT STRIPING	1999	220	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6251	I-84	121.109	PAVEMENT STRIPING	2000	220	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6255	I-84	194.160	GREENWOOD TO BURLEY STRUCTURES (5)	1998	1,660	BRIDGE REHABILITATION	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6256	I-84	172.510	JCT I-84/US-93 IC	PREL	8,500	INTERCHANGE	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6300	US-93	48.350	TWIN FALLS ALTERNATE ROUTE, STAGE 3	PREL	8,242	RELOCATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
6468	I-84	269.000	JUNIPER REST AREA TO UTAH ST LINE WB, STAGE 2	1999	4,200	RECONSTRUCTION/REALIGNMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6477	I-84	121.109	PAVEMENT STRIPING	2001	220	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6487	SH-25	1.320	INT MAIN & LINCOLN, JEROME	1999	1,000	INTERSECTION IMPROVEMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
6487	SH-25	1.320	INT MAIN & LINCOLN, JEROME	1999	540	INTERSECTION IMPROVEMENT	SURFACE TRANSPORTATION-URBAN	IDAHO TRANSPORTATION DEPT
6493	SH-75	205.500	WARM SPRINGS REALIGNMENT (FH 26) (SEE KEY 6656)	PREL	2,100	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
6497	SH-75	121.450	INT ALTURAS DR TO TIMBER WAY	2000	2,590	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT
6521	I-86	0.000	SALT LAKE IC TO RAFT RIVER IC	PREL	315	METAL GUARD RAIL	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
6558	SMA7072	0.130	WASHINGTON ST NORTH, TWIN FALLS	2002	1,618	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	TWIN FALLS
6581	SH-75	191.200	LOWER STANLEY TO MULEY CR	1998	1,350	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6594	SH-24	5.120	JCT SH-25, RUPERT	2000	920	INTERSECTION IMPROVEMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6595	US-93	73.090	JCT SH-24 TO JCT US-26, SHOSHONE	1998	469	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6596	SH-75	115.427	FOX ACRE DR TO AIRPORT WAY, HAILEY	2000	515	INTERSECTION IMPROVEMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6616	SH-25	18.000	JCT SH-50 TO RIDGEWAY IC	1998	666	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6617	SH-25	2.100	JEROME TO AIRPORT	1998	326	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6618	SH-75	204.400	MULEY CREEK TO SLATE CREEK, CUSTER CO	1998	795	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6619	SH-24	12.259	500 E RD TO MINIDOKA	1998	1,055	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6641	US-93	46.200	ADDISON AVE, WEST TO NORTH, TWIN FALLS	1998	314	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6642	SH-24	0.330	HEYBURN IC TO RUPERT	1998	877	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6643	US-30	177.510	MALAD RIVER BR TO HAGERMAN REST AREA	1999	885	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6644	US-30	191.200	BANBERRY TO BUHL	1999	900	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6645	SH-75	197.400	BASIN CR BR, CUSTER CO	1999	350	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6646	US-20	151.500	FAIRFIELD TURN BAY & SOLDER CR BRIDGES	1999	500	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT

DISTRICT FOUR

F Y 1998 - 2002 Program

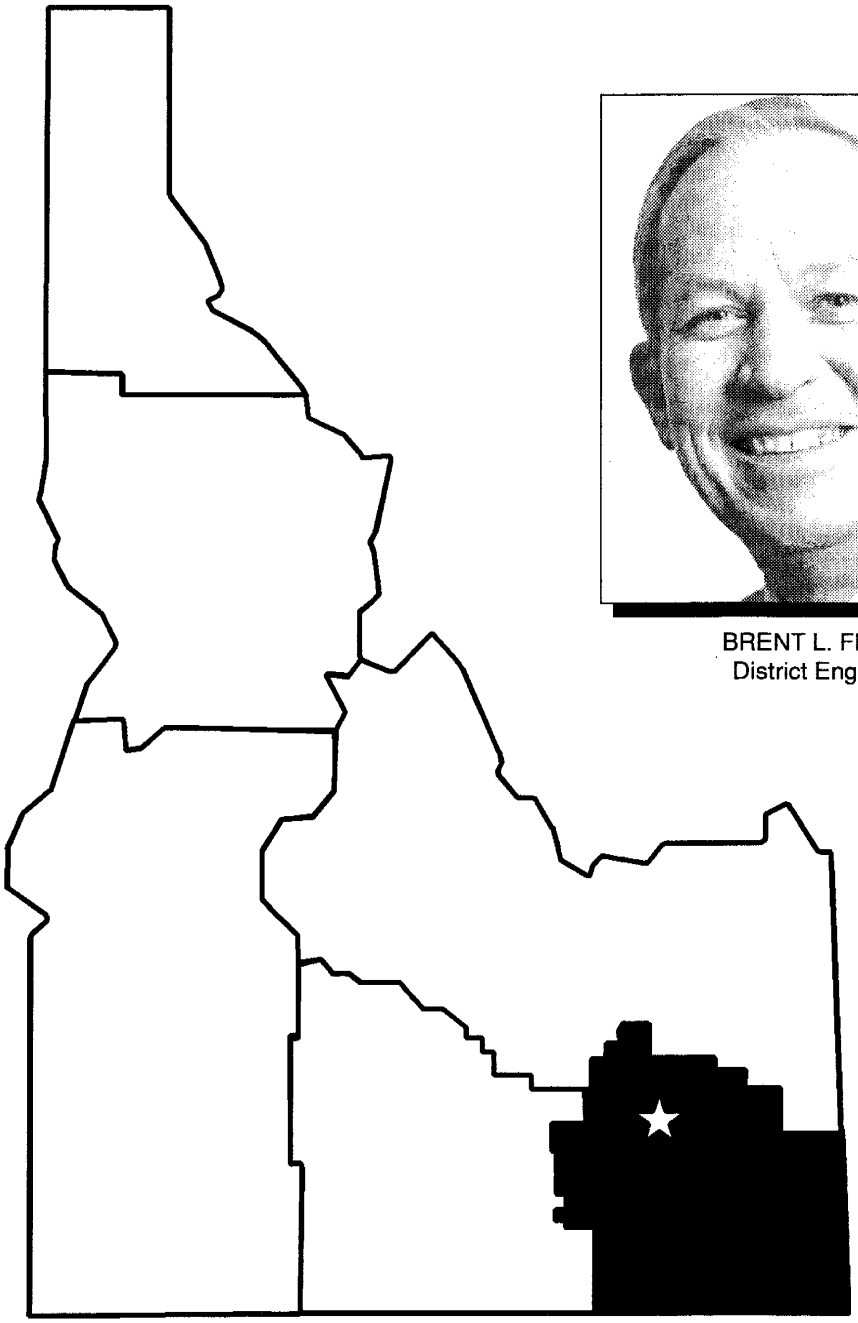
KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR
6656	SH-75	205.500	WARM SPRINGS REALIGNMENT (FH 26) (SEE KEY 6493)	PREL	4,600	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE
6780	US-20	124.600	CAT CR TO FAIRFIELD	1999	284	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6781	SH-75	191.200	VALLEY CR TO CLAYTON RANGER STATION	1999	237	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6782	SH-79	0.000	JCT I-84 TO JEROME	1999	48	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6925	I-84B	22.250	INT 7TH ST, BURLEY	1998	350	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6926	I-84B	260.900	INT 21ST ST, HEYBURN	1998	125	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6930	SH-27	24.118	BURLEY TO PAUL	1999	500	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6931	SH-46	38.000	JOHNSON HILL TO JCT US-20	1999	400	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6932	US-20	152.030	FAIRFIELD, EAST	1999	510	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6933	US-30	223.500	RED CAP TO HANSEN	1999	43	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6945	US-30	196.510	DEEP CR BR, TWIN FALLS CO	1999	364	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
6957	SH-75	128.500	INT 5TH ST, KETCHUM	2000	75	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6958	SH-77	0.000	MALTA, WEST	2000	750	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6959	SH-81	0.000	JCT SH-77 TO SUBLETT RD, MALTA	2000	100	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6961	US-93	48.469	FALLS AVE TO POLE LINE RD, TWIN FALLS	2000	500	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6983	I-84B	259.620	INT 7TH STREET, HEYBURN	2001	75	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6984	SH-75	127.714	INT SERENADE LANE, KETCHUM	2001	100	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6986	US-30	223.545	RED CAP TO KIMBERLY	2001	80	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6987	US-30	256.640	BURLEY CL TO JCT SH-27	2001	600	RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6988	US-93	51.200	GOLF COURSE RD, JEROME CO	2001	250	INTERSECTION IMPROVEMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6989	US-93	9.000	CLIMBING LANE, SOUTH OF ROGERSON	2001	530	SLOW-MOVING VEHICLE TURNOUTS	STATE FUNDED	IDAHO TRANSPORTATION DEPT
6990	US-93	182.820	JIM BYRNE SLOUGH BR TO PAGARI, LINCOLN CO	2001	710	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT
7000	SH-75	124.200	GIMLET RD TO REDTOP TURN BAY, S OF KETCHUM	1999	400	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7025	SH-46	1.214	WENDELL TO GOODING	2000	1,320	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7026	SH-75	79.500	SIX-MILE CORNER, N OF SHOSHONE	2000	200	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7027	SH-75	136.590	FORK CANYON RD TO 4 MILE BR, BLAINE CO	2000	950	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7028	US-20	186.062	GANNETT RD TO SILVER CR BR, BLAINE CO	2000	520	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7029	US-26	138.970	BLISS TO GOODING	2000	1,050	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7057	SH-25	9.586	"K" CANAL TO JCT SH-50, JEROME CO	2001	1,000	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7058	SH-75	124.860	REDTOP TO ASPEN GROVE TURN BAY, BLAINE CO	2001	400	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7059	SH-75	75.520	MILNER/GOODING CANAL BR, N OF SHOSHONE	2001	680	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7060	SH-75	127.714	SERENADE LN TO TRAIL CR BR, KETCHUM	2001	1,000	MAJOR WIDENING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7061	SH-75	116.967	HAILEY NCL TO SERENADE LN, KETCHUM	2001	955	RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT
7131	I-84	136.282	W BLISS IC TO E BLISS IC	2000	190	SEAL COAT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7132	I-84	146.870	TUTTLE IC TO W JEROME IC	1998	945	SEAL COAT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7133	I-84	222.000	SALT LAKE IC TO COTTERELL	2000	1,400	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7134	I-84	188.020	VALLEY RD TO DECLO INT	2000	920	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7135	I-84	222.000	SALT LAKE IC TO COTTERELL	2001	440	SEAL COAT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7136	I-84	188.020	VALLEY RD TO DECLO IC	2001	150	SEAL COAT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7137	I-84	216.129	SNAKE RIVER BR TO SALT LAKE IC	2000	520	SEAL COAT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7138	I-84	121.109	PAVEMENT STRIPING	2002	220	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7139	I-84	181.680	SH-50 IC TO RIDGEWAY, JEROME CO	2002	4,400	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7158	US-93	46.500	SNAKE RIVER XING STUDY	1998	100	CORRIDOR PLAN	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT
7173	I-84	251.000	SUBLETT POE, CASSIA CO	PREL	3,390	CONSTRUCT POE	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT
7176	SH-75	136.329	BOULDER MTN TRAIL, STAGE 2, BLAINE CO	1998	590	BICYCLE/PEDESTRIAN TRAIL	SURFACE TRANSPORTATION-ENHANCEMENT	BLAINE CO
H445	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2000	364	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
H446	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2001	360	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT
RR41	RAIL	N/A	TWIN FALLS TO BUHL, BURLEY TO DELCO	UNKNOWN	1,400	RAILROAD REHABILITATION	UNKNOWN	EASTERN IDAHO RAILROAD
SD80306	SAFETY	N/A	BUHL FIRE DEPT	1998	6	EMERGENCY MEDICAL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80307	SAFETY	N/A	WOODRIVER RURAL FIRE DIST #1	1998	5	EMERGENCY MEDICAL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80308	SAFETY	N/A	JEROME CITY FIRE DEPT	1998	3	EMERGENCY MEDICAL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80309	SAFETY	N/A	CASSIA CO SHERIFF	1998	6	EMERGENCY MEDICAL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80610	SAFETY	N/A	SOUTH CENTRAL DISTRICT HEALTH DEPT	1998	7	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD80612	SAFETY	N/A	MAGIC VALLEY REGIONAL MEDICAL CENTER	1998	48	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE

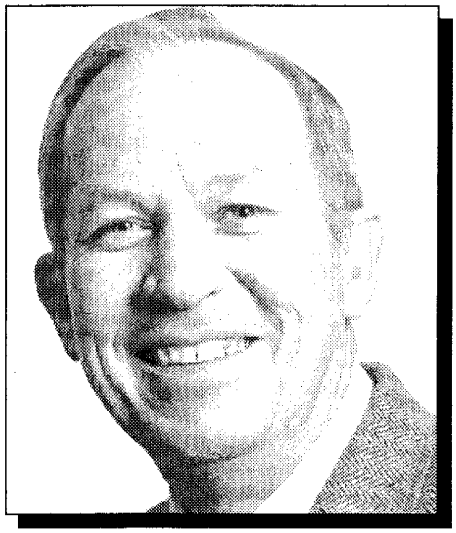
DISTRICT FOUR

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR
SD8J705	SAFETY	N/A	BLAINE CO SHERIFF	1998	20	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD8J711	SAFETY	N/A	HAILEY POLICE DEPT	1998	7	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD8J713	SAFETY	N/A	BELLEVUE POLICE DEPT	1998	3	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
SD8J714	SAFETY	N/A	BUHL POLICE DEPT	1998	8	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE
Z4BH	AERO	N/A	BUHL	1998	24	PAVE HANGAR TAXIWAY, CRACK SEAL	STATE / LOCAL	BUHL
Z4G1	AERO	N/A	GOODING	1998	17	CONSTRUCT HANGAR TAXIWAY	STATE / LOCAL	GOODING
Z4G2	AERO	N/A	GOODING	1999	75	CONST HOLD APRNS, REHAB HNGR TXWY, BUY LAND	FEDERAL / STATE / LOCAL	GOODING
Z4G3	AERO	N/A	GOODING	2000	497	EXTEND RNWY & PARALLEL TXWY, RELOCATE ROAD, IMPROVE RNWY SAFETY AREA, BUY LAND	FEDERAL / STATE / LOCAL	GOODING
Z4H1	AERO	N/A	HAILEY	1998	5,171	REHABILITATE PARALLEL TXWY, BUY LAND	FEDERAL / STATE / LOCAL	HAILEY
Z4H2	AERO	N/A	HAILEY	1999	156	RELOCATE OBSTRUCTION	FEDERAL / STATE / LOCAL	HAILEY
Z4H3	AERO	N/A	HAILEY	2000	556	BUY ARFF VEHICLE, IMPROVE ARFF BUILDING	FEDERAL / STATE / LOCAL	HAILEY
Z4JO	AERO	N/A	JEROME	2000	458	SEAL COAT & MARK RNWY, INSTALL RNWY LIGHTS, CONST AG OPERATIONS AREA	FEDERAL / STATE / LOCAL	JEROME CO
Z4T1	AERO	N/A	TWIN FALLS, STAGE 1	1998	680	INSTALL PARALLEL TXWY LIGHTS, CONST ARFF BLDG, REHAB RNWY LIGHTS	FEDERAL / STATE / LOCAL	TWIN FALLS
Z4T1	AERO	N/A	TWIN FALLS, STAGE 2	1999	323	IMPROVE ACCESS RD & CONSTRUCT HANGER ACCESS TAXIWAY	FEDERAL / STATE / LOCAL	TWIN FALLS
Z4T2	AERO	N/A	TWIN FALLS	2000	793	REHAB RNWAY 7/25	FEDERAL / STATE / LOCAL	TWIN FALLS

District 5





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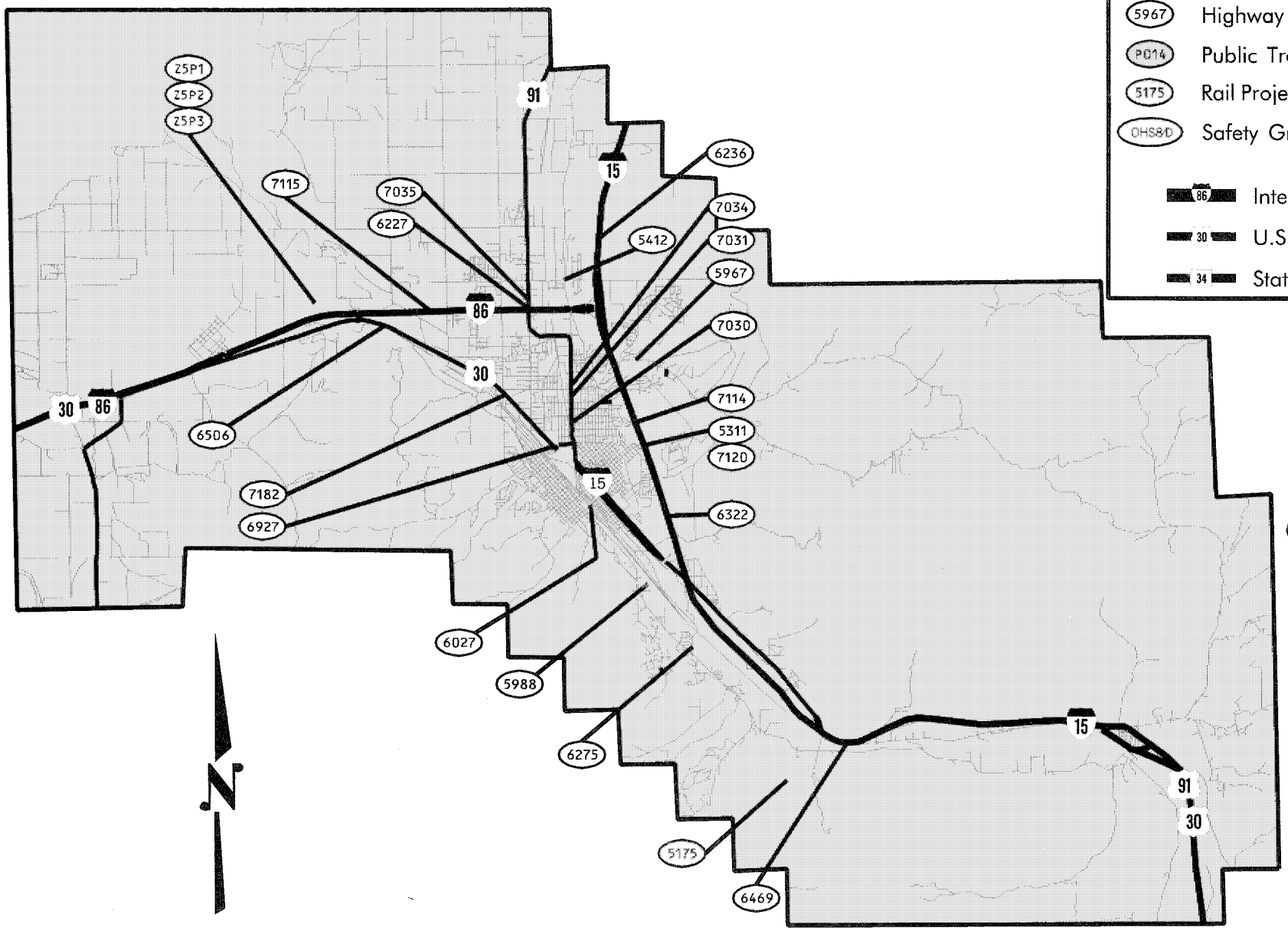
BANNOCK PLANNING ORGANIZATION
FY 1998 — 2002
Program



Legend

- Z5P1 Aeronautics Projects
- 5771 Bicycle / Pedestrian Projects
- 5967 Highway Projects
- P014 Public Transportation Projects
- 5175 Rail Projects
- OHS&D Safety Grant Projects
- 86 Interstate Highway
- 30 U.S. Highway
- 34 State Highway

Other Projects

SD80205
SD80609
6535
6536
6542
6648
6551
7207
7208
7213
7214

P019
P050
P051
P052
P053
P054
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P072

BANNOCK PLANNING ORGANIZATION

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
5311	I-15	69.385	CLARK ST IC TO POCATELLO CR IC	1998	8,275	RECONSTRUCTION/REALIGNMENT	DEMONSTRATION	IDAHO TRANSPORTATION DEPT	1
5412	STP7041	1.100	CHUBBUCK RD; YELLOWSTONE TO HILINE, CHUBBUCK	2000	2,753	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	CHUBBUCK	1
5967	SMA7161	0.220	POCATELLO CR RD, POCATELLO	2001	490	MAJOR WIDENING	SURFACE TRANSPORTATION-URBAN	POCATELLO	1
5988	OFFSYS	N/A	PORTNEUF RIVER GREENWAY, STAGE 2, POCATELLO	1998	776	BICYCLE/PEDESTRIAN TRAILS	SURFACE TRANSPORTATION ENHANCEMENT	POCATELLO	1
6027	STP7151	2.896	BENTON ST BR, POCATELLO	2002	2,210	BRIDGE REHABILITATION	BRIDGE-LOCAL	POCATELLO	1
6227	I-86	61.600	CHUBBUCK IC BRIDGE DECK	2000	1,535	DECK REPLACEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6236	I-15	72.600	CHUBBUCK RD TO FORT HALL IC	1998	3,260	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6275	STC7271	0.000	INDIAN HILLS BIKE LANE, POCATELLO	1999	214	BICYCLE/PEDESTRIAN TRAILS	CONGESTION MITIGATION/AIR QUALITY	POCATELLO	1
6322	I-15	63.000	PORTNEUF RD TO CLARK ST IC, POCATELLO	1998	580	METAL GUARD RAILS	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6469	I-15	57.600	INKOM TO CLARK ST IC	1998	1,050	SEAL COAT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6506	US-30	331.800	PORTNEUF RIVER BR, POCATELLO	1998	700	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6535	OFFSYS	N/A	DEICER STORAGE TANK	1998	18	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	IDAHO TRANSPORTATION DEPT	1
6536	OFFSYS	N/A	SWEEPER TRUCKS (2), POCATELLO	1998	261	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	POCATELLO	1
6542	OFFSYS	N/A	WATER FLUSHER/DE-ICER TRUCK, POCATELLO	1998	120	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	POCATELLO	1
6551	LOCAL	N/A	ORIGIN/DESTINATION STUDY, PHASE II, POCATELLO	1998	35	ORIGIN/DESTINATION STUDY	SURFACE TRANSPORTATION-URBAN	POCATELLO	1
6648	I-15B	N/A	SIGNAL COORDINATION SYSTEM, POCATELLO	1999	460	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6927	US-30	335.380	GARRETT TO YELLOWSTONE, POCATELLO	2000	300	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7030	I-15B	3.101	YELLOWSTONE AVE; SUBLETTE TO OAK, POCATELLO	1998	350	MINOR WIDENING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7031	I-15B	4.220	YELLOWSTONE AVE; CEDAR TO ALAMEDA, POCATELLO	2000	250	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7034	US-91	77.890	YELLOWSTONE AVE; ALAMEDA TO CHAPEL, POCATELLO	2000	500	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7035	US-91	80.160	YELLOWSTONE AVE; BURNSIDE TO HIWAY, CHUBBUCK	2000	500	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7114	I-15	70.670	POCATELLO CR IC TO JCT I-86	1998	600	MISCELLANEOUS SAFETY IMPROVEMENTS	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
7115	I-86	57.790	W POCATELLO IC TO JCT I-15	1998	600	MISCELLANEOUS SAFETY IMPROVEMENTS	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
7120	I-15	69.200	CLARK ST O'PASS	PREL	5,000	BRIDGE REPLACEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
7182	US-30	334.050	INT HAWTHORNE & GARRETT WAY, POCATELLO	2000	460	INTERSECTION IMPROVEMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	1
7207	OFFSYS	N/A	POCATELLO REGIONAL TRANSIT MARKETING STUDY	1998	25	TRANSIT	CONGESTION MITIGATION/AIR QUALITY	POCATELLO REGIONAL TRANSIT	1
7208	OFFSYS	N/A	MECHANICAL SWEEPER PURCHASE	1998	115	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	BANNOCK CO	1
7213	OFFSYS	N/A	ASPHALTIC CONCRETE PURCHASE, POWER CO	2000	460	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	POWER CO HD	1
7214	OFFSYS	N/A	ASPHALTIC CONCRETE PURCHASE, BANNOCK CO	2000	442	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	BANNOCK CO	1
P019	TRANSIT	N/A	POCATELLO / CHUBBUCK	1998	36	TRANSIT PLANNING	FTA 5303, LOCAL	BANNOCK PLANNING ORG	1
P050	TRANSIT	N/A	POCATELLO / CHUBBUCK	1999	36	TRANSIT PLANNING	FTA 5303, LOCAL	BANNOCK PLANNING ORG	1
P051	TRANSIT	N/A	POCATELLO / CHUBBUCK	2000	36	TRANSIT PLANNING	FTA 5303, LOCAL	BANNOCK PLANNING ORG	1
P052	TRANSIT	N/A	POCATELLO / CHUBBUCK	1998	5	TRANSIT PLANNING	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P053	TRANSIT	N/A	POCATELLO / CHUBBUCK	1998	275	OPERATIONS	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P054	TRANSIT	N/A	POCATELLO / CHUBBUCK	1998	67	BUS SUPPORT EQUIPMENT/FACILITIES	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P055	TRANSIT	N/A	POCATELLO / CHUBBUCK	1998	30	BUS ROLLING STOCK AND RELATED EQUIPMENT	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P056	TRANSIT	N/A	POCATELLO / CHUBBUCK	1999	193	OPERATIONS	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P057	TRANSIT	N/A	POCATELLO / CHUBBUCK	1999	5	TRANSIT PLANNING	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P058	TRANSIT	N/A	POCATELLO / CHUBBUCK	1999	71	BUS ROLLING STOCK AND RELATED EQUIPMENT	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P059	TRANSIT	N/A	POCATELLO / CHUBBUCK	1999	6	BUS SUPPORT EQUIPMENT/FACILITIES	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P060	TRANSIT	N/A	POCATELLO / CHUBBUCK	2000	71	BUS ROLLING STOCK AND RELATED EQUIPMENT	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P061	TRANSIT	N/A	POCATELLO / CHUBBUCK	2000	6	BUS SUPPORT EQUIPMENT/FACILITIES	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P062	TRANSIT	N/A	POCATELLO / CHUBBUCK	2000	5	TRANSIT PLANNING	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P063	TRANSIT	N/A	POCATELLO / CHUBBUCK	2000	193	OPERATIONS	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P070	TRANSIT	N/A	POCATELLO / CHUBBUCK	1998	14	BUS STATIONS/STOPS/TERMINALS	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P071	TRANSIT	N/A	POCATELLO / CHUBBUCK	1998	14	RETROFIT RESTROOMS/FACILITIES AT TERMINAL	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P072	TRANSIT	N/A	POCATELLO / CHUBBUCK	1998	25	BUS OTHER CAPITAL	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
SD80205	SAFETY	N/A	POCATELLO POLICE DEPT	1998	7	RISKY DRIVER BEHAVIOR	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	2
SD80609	SAFETY	N/A	POCATELLO POLICE DEPT	1998	7	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	2
Z5P1	AERO	N/A	POCATELLO	1998	1,011	REHAB PARALLEL & CONNECTING TXWY	FEDERAL / STATE / LOCAL	POCATELLO	2
Z5P2	AERO	N/A	POCATELLO	1999	556	POROUS FRICTION COARSE RNWY 3/21	FEDERAL / STATE / LOCAL	POCATELLO	2
Z5P3	AERO	N/A	POCATELLO	2000	457	REHAB RUNWAY 16/34	FEDERAL / STATE / LOCAL	POCATELLO	2

1 Federal-aid project included in Bannock Planning Organization's (BPO) *Transportation Improvement Program*.

2 State-funded project within BPO's boundary.

DISTRICT FIVE
FY 1998 — 2002
Program

Emergency Relief Projects

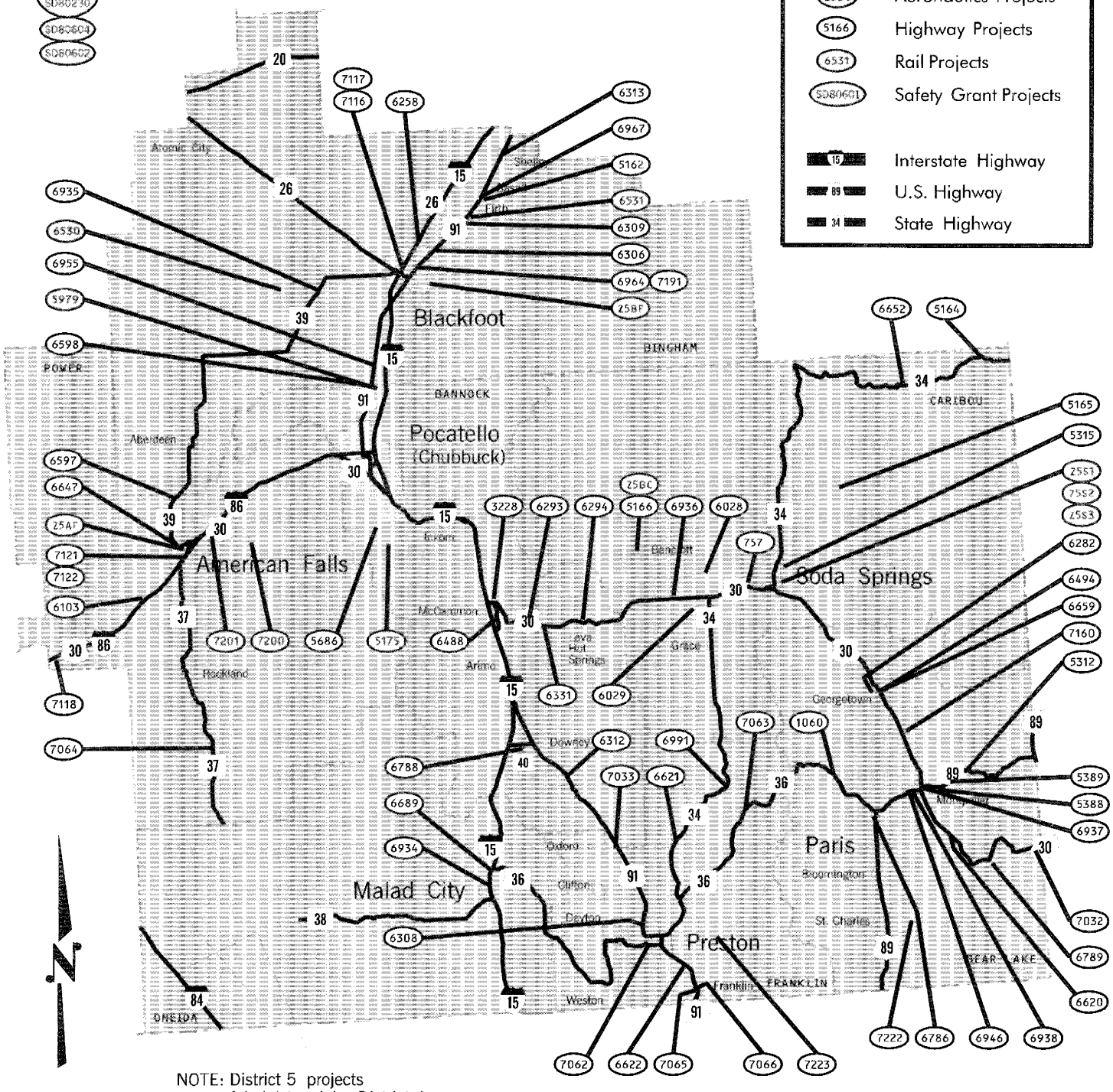
7079 7111
7108 7112

Other Projects

SD80606 SD80610 SD80601 SD80605 SD80603 SD80106 SD80202 SD80230 SD80604 SD80602
5683 5920 6252 6478 7119 6962 6943 6944 H569 H572

Legend

Z5BC Aeronautics Projects
5166 Highway Projects
6531 Rail Projects
SD80601 Safety Grant Projects
15 Interstate Highway
89 U.S. Highway
34 State Highway



NOTE: District 5 projects
Administered by District 4

DISTRICT FIVE

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
757	US-30	399.200	ALEXANDER TO SODA SPRINGS	2000	4,850	MAJOR WIDENING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
1060	SH-36	26.230	E NATIONAL FOREST BOUNDARY TO LIBERTY	2000	2,550	MINOR WIDENING & RESURFACING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
3228	US-30	359.400	PORTNEUF RIVER BR & MCCAMMON RR OVERPASS	1999	3,545	BRIDGE REPLACEMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
5162	STC1843	0.193	SNAKE RIVER BR, FIRTH	2001	1,320	BRIDGE REPLACEMENT	BRIDGE-LOCAL	BINGHAM CO	
5164	OFFSYS	100.134	TIN CUP CR BR, CARIBOU CO	1999	145	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	CARIBOU CO	
5165	OFFSYS	111.281	BLACKFOOT RIVER BR, CARIBOU CO	1998	160	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	CARIBOU CO	
5166	OFFSYS	113.552	CHESTERFIELD CANAL BR, CARIBOU CO	2000	145	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	CARIBOU CO	
5175	OFFSYS	0.001	BLACKROCK RD, BANNOCK CO	1998	281	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BANNOCK CO	
5311	I-15	69.385	CLARK ST IC TO POCATELLO CR IC	1998	7,953	RECONSTRUCTION/REALIGNMENT	DEMONSTRATION	IDAHO TRANSPORTATION DEPT	1
5312	US-89	26.280	MONTPELIER TO GENEVA	PREL	0	PRELIMINARY ENGINEERING	DEMONSTRATION	IDAHO TRANSPORTATION DEPT	
5315	SH-34	58.105	HOOPER ST, SODA SPRINGS	2000	2,040	MAJOR WIDENING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
5388	US-89	29.693	W FOREST BOUNDARY TO BISHOFF CANYON, STAGE 1	1998	13,500	RECONSTRUCTION/REALIGNMENT	DEMONSTRATION	IDAHO TRANSPORTATION DEPT	
5389	US-89	29.693	W FOREST BOUNDARY TO BISHOFF CANYON, STAGE 2	1999	3,000	RECONSTRUCTION/REALIGNMENT	DEMONSTRATION	IDAHO TRANSPORTATION DEPT	
5412	STP7041	1.100	CHUBBUCK RD; YELLOWSTONE TO HILINE, CHUBBUCK	2000	2,753	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	CHUBBUCK	1
5683	I-15	0.000	PAVEMENT STRIPING	1998	200	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
5686	STC1753	42.991	MINK CR RD, BANNOCK CO	2000	860	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-RURAL	BANNOCK CO	
5920	I-15	0.000	PAVEMENT STRIPING	1999	200	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
5967	SMA7161	0.220	POCATELLO CR RD, POCATELLO	2001	490	MAJOR WIDENING	SURFACE TRANSPORTATION-URBAN	POCATELLO	1
5979	OFFSYS	0.000	AGENCY RD, FORT HALL INDIAN RESERVATION	PREL	260	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BUREAU OF INDIAN AFFAIRS	
5988	OFFSYS	N/A	PORTNEUF RIVER GREENWAY, STAGE 2, POCATELLO	1998	776	BICYCLE/PEDESTRIAN TRAILS	SURFACE TRANSPORTATION -ENHANCEMENT	POCATELLO	1
6027	STP7151	2.896	BENTON ST BR, POCATELLO	2002	2,210	BRIDGE REHABILITATION	BRIDGE-LOCAL	POCATELLO	1
6028	OFFSYS	101.614	PORTNEUF RIVER BR, CARIBOU CO	2000	345	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	CARIBOU CO	
6029	OFFSYS	102.524	N EXTENSION CANAL BRIDGES (2), CARIBOU CO	PREL	285	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	CARIBOU CO	
6103	I-86	17.700	RAFT RIVER TO ROCKLAND IC	1999	420	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6227	I-86	61.640	CHUBBUCK IC	2000	1,540	BRIDGE REHABILITATION	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6236	I-15	72.600	CHUBBUCK RD TO FORT HALL IC	1998	3,260	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6252	I-15	0.000	PAVEMENT STRIPING	2000	200	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6258	I-15	94.370	SNAKE RIVER BRIDGES SBL, BINGHAM CO	2000	3,000	BRIDGE REHABILITATION	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6275	STC7271	0.000	INDIAN HILLS BIKE LANE, POCATELLO	1999	214	BICYCLE/PEDESTRIAN TRAILS	CONGESTION MITIGATION/AIR QUALITY	POCATELLO	1
6282	OFFSYS	102.357	BEAR RIVER BR, W OF GEORGETOWN	PREL	480	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	BEAR LAKE CO	
6293	US-30	359.800	MCCAMMON TO TOPAZ BR	2000	1,290	PAVEMENT REHABILITATION AND RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
6294	US-30	365.300	TOPAZ TO LAVA HOT SPRINGS	2000	900	PAVEMENT REHABILITATION AND RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
6306	US-91	101.650	INT, RIDGE ST	1999	400	INTERSECTION IMPROVEMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
6308	US-91	12.660	BEAR RIVER BR, N OF PRESTON	PREL	1,420	BRIDGE REPLACEMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
6309	US-91	113.590	RESERVATION CANAL BR, BINGHAM CO	1999	410	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6312	US-91	30.520	REDROCK O'PASS TO DOWNATA	2000	1,470	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
6313	US-91	118.260	CENTER ST TO NCL, SHELLEY	2001	1,470	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
6322	I-15	63.000	PORTNEUF RD TO CLARK ST IC, POCATELLO	1998	580	METAL GUARD RAIL	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6331	US-30	359.800	MCCAMMON TO LAVA HOT SPRINGS	1999	2,840	SLOW-MOVING VEHICLE TURNOUTS	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
6469	I-15	57.600	INKOM TO CLARK ST IC	1998	1,050	SEAL COAT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
6478	I-15	0.000	PAVEMENT STRIPING	2001	200	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6488	I-15B	3.600	JCT US-30 TO JCT I-15	1998	400	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6494	US-30	422.400	GEORGETOWN ALTERNATE ROUTE	PREL	6,000	NEW ROUTE	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
6506	US-30	331.800	PORTNEUF RIVER BR, POCATELLO	1998	700	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6530	OFFSYS	6.100	LIBERTY RD, BINGHAM CO	PREL	145	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BINGHAM CO	
6531	OFFSYS	166.790	KIMBALL RD, BINGHAM CO	PREL	155	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BINGHAM CO	
6535	OFFSYS	N/A	DEICER STORAGE TANK	1998	18	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	IDAHO TRANSPORTATION DEPT	1
6536	OFFSYS	N/A	SWEEPER TRUCKS (2), POCATELLO	1998	261	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	POCATELLO	1
6542	OFFSYS	N/A	WATER FLUSHER/DE-ICER TRUCK, POCATELLO	1998	120	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	POCATELLO	1
6551	LOCAL	N/A	ORIGIN/DESTINATION STUDY, PHASE II, POCATELLO	1998	35	ORIGIN/DESTINATION STUDY	SURFACE TRANSPORTATION-URBAN	POCATELLO	1
6597	SH-39	8.200	PLEASANT VALLEY RD TO ABERDEEN	1998	1,120	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6598	US-91	87.800	AGENCY RD TO S BLACKFOOT	1998	1,070	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6620	US-30	439.800	ROLLER COASTER RD TO WYOMING ST LINE	1998	290	METAL GUARD RAIL	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6621	SH-34	11.660	RIVERDALE TO TREASURETON	1998	946	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6622	US-91	5.300	WHITNEY TO PRESTON	1998	230	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6647	SH-39	2.000	AMERICAN FALLS DAM TO PLEASANT VALLEY RD	1999	1,035	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	

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DISTRICT FIVE

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
6648	I-15B	N/A	SIGNAL COORDINATION SYSTEM, POCATELLO	1999	460	TRAFFIC SIGNALS	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6652	SH-34	103.900	BEAR CR TO SADIE CR	1998	861	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6659	OFFSYS	0.000	GEORGETOWN CANYON RD (FH 85)	2001	2,000	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE	
6689	SH-36	100.000	DEEP CR TO MUD SPRINGS	1999	120	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6786	US-89	19.800	OVID TO MONTPELIER	1999	85	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6788	SH-40	0.000	JCT I-15 TO JCT US-91	1999	50	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6789	US-30	442.000	BIG HILL TO BORDER	1999	210	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6927	US-30	335.380	GARRETT TO YELLOWSTONE, POCATELLO	2000	300	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
6934	I-15	16.300	DEEP CR TO DEVIL CR IC, ONEIDA CO	1999	630	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6935	SH-39	44.720	HOFF RD TO RIVERSIDE, BINGHAM CO	1999	620	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6936	US-30	379.400	LUND TO ALEXANDER, CARIBOU CO	1999	320	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6937	US-89	26.280	JCT SH-89 TO 3RD ST, MONTPELIER	1999	400	RECONSTRUCTION/REALIGNMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6938	US-89	25.330	WASHINGTON ST, MONTPELIER	1999	250	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6943	STATE	N/A	AGGREGATE SOURCE DEVELOPMENT	1998	0	STOCKPILES	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6944	STATE	N/A	AGGREGATE SOURCE DEVELOPMENT	1999	0	STOCKPILES	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6946	US-89	26.540	MONTPELIER TO W FOREST BOUNDARY	1999	500	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6955	US-91	82.600	TYHEE RD TO BONNEVILLE CO LINE	1999	200	METAL GUARD RAIL	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6962	STATE	N/A	AGGREGATE SOURCE DEVELOPMENT	2000	0	STOCKPILES	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6964	US-91	102.300	ROSE RD TO FIRTH, BINGHAM CO	2000	1,200	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6967	US-91	113.000	GOSHEN RD TO BASELINE RD, BINGHAM CO	2000	500	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6991	SH-34	29.000	CLEVELAND BR TO NITER BENCH RD, CARIBOU CO	2001	1,900	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
7030	I-15B	3.101	YELLOWSTONE AVE; SUBLETTE TO OAK, POCATELLO	1998	350	MINOR WIDENING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7031	I-15B	4.220	YELLOWSTONE AVE; CEDAR TO ALAMEDA, POCATELLO	2000	250	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7032	US-30	454.310	THOMAS FORK CR BR, BEAR LAKE CO	2000	240	BRIDGE REHABILITATION	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7033	US-91	21.800	FRANKLIN CO LINE TO REDROCK	2000	1,170	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7034	US-91	77.890	YELLOWSTONE AVE; ALAMEDA TO CHAPEL, POCATELLO	2000	500	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7035	US-91	80.160	YELLOWSTONE AVE; BURNSIDE TO HIWAY, CHUBBUCK	2000	500	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	1
7062	SH-36	131.840	PRESTON WCL TO JCT US-91	2001	350	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7063	SH-36	13.500	W FOREST BOUNDARY TO TURNAROUND, FRANKLIN CO	2001	450	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7064	SH-37	42.900	THREE BRIDGES, POWER CO	2001	780	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7065	US-91	1.680	FOUR BRIDGES, FRANKLIN CO	2001	560	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7066	US-91	1.860	CUB RIVER BR, FRANKLIN CO	2001	850	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7079	I-15	96.100	ROSE RD U'PASS, BINGHAM CO	1998	2,100	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT	
7108	I-15	92.700	DANSKIN CANAL DIKE REPAIR, BINGHAM CO	1998	430	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-STATE	IDAHO TRANSPORTATION DEPT	
7111	LOCAL	2.100	ROSE RD	1998	60	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BINGHAM CO	
7112	LOCAL	2.000	ROSE RD	1998	20	ROAD EMERGENCY REPAIR	EMERGENCY RELIEF-LOCAL	BINGHAM CO	
7114	I-15	70.670	POCATELLO CR IC TO JCT I-86	1998	600	MISCELLANEOUS SAFETY IMPROVEMENTS	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
7115	I-86	57.790	W POCATELLO IC TO JCT I-15	1998	600	MISCELLANEOUS SAFETY IMPROVEMENTS	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
7116	I-15	100.900	LAVA ROCKS REST AREA, BINGHAM CO	2000	250	REST AREA IMPROVEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7117	I-15	94.370	SNAKE RIVER BRS NBL, BINGHAM CO	2001	3,000	BRIDGE REPLACEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7118	I-86	18.850	COLDWATER & MASSACRE ROCKS REST AREA, POWER CO	2001	250	REST AREA IMPROVEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7119	I-15	0.000	PAVEMENT STRIPING	2002	200	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7120	I-15	69.200	CLARK ST O'PASS, POCATELLO	PREL	5,000	BRIDGE REPLACEMENT	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
7121	I-86	35.900	ROCKLAND IC TO IGO IC, POWER CO	2001	160	METAL GUARD RAIL	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7122	I-86	35.900	ROCKLAND IC TO IGO IC	PREL	5,000	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7160	US-30	406.790	SODA SPRINGS TO MONTPELIER	2002	4,500	SLOW-MOVING VEHICLE TURNOUTS	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
7182	US-30	334.050	INT HAWTHORNE & GARRETT WAY, POCATELLO	2000	460	INTERSECTION IMPROVEMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	1
7191	STC7521	1.440	HIGHLAND DR TO US-91, BLACKFOOT	1999	300	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-URBAN	BLACKFOOT	
7200	OFFSYS	0.000	SCHILLER RD RR XING, POWER CO	PREL	150	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	POWER CO HD	
7201	OFFSYS	0.000	GAS PLANT/RAINBOW RD RR XING, POWER CO	PREL	150	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	POWER CO HD	
7207	OFFSYS	N/A	POCATELLO REGIONAL TRANSIT MARKETING STUDY	1998	25	TRANSIT	CONGESTION MITIGATION/AIR QUALITY	POCATELLO REGIONAL TRANSIT	1
7208	OFFSYS	N/A	MECHANICAL SWEEPER PURCHASE	1998	115	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	BANNOCK CO	1
7213	OFFSYS	N/A	ASPHALTIC CONCRETE PURCHASE, POWER CO	2000	460	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	POWER CO HD	1
7214	OFFSYS	N/A	ASPHALTIC CONCRETE PURCHASE, BANNOCK CO	2000	406	MISCELLANEOUS IMPROVEMENTS	CONGESTION MITIGATION/AIR QUALITY	BANNOCK CO	1
7222	OFFSYS	102.666	BEAR LAKE OUTLET CANAL BR	PREL	540	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	BEAR LAKE CO	
7223	OFFSYS	100.017	FOSTER CR BR, FRANKLIN CO	PREL	80	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	FRANKLIN CO	

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DISTRICT FIVE

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
H569	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2000	284	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
H572	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2001	280	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
P019	TRANSIT	N/A	POCATELLO/CHUBBUCK	1998	36	TRANSIT PLANNING	FTA 5303, LOCAL	BANNOCK PLANNING ORG	1
P050	TRANSIT	N/A	POCATELLO/CHUBBUCK	1999	36	TRANSIT PLANNING	FTA 5303, LOCAL	BANNOCK PLANNING ORG	1
P051	TRANSIT	N/A	POCATELLO/CHUBBUCK	2000	36	TRANSIT PLANNING	FTA 5303, LOCAL	BANNOCK PLANNING ORG	1
P052	TRANSIT	N/A	POCATELLO/CHUBBUCK	1998	5	TRANSIT PLANNING	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P053	TRANSIT	N/A	POCATELLO/CHUBBUCK	1998	193	OPERATIONS	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P054	TRANSIT	N/A	POCATELLO/CHUBBUCK	1998	6	SECURITY	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P055	TRANSIT	N/A	POCATELLO/CHUBBUCK	1998	71	CAPITAL	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P056	TRANSIT	N/A	POCATELLO/CHUBBUCK	1999	193	OPERATIONS	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P057	TRANSIT	N/A	POCATELLO/CHUBBUCK	1999	5	TRANSIT PLANNING	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P058	TRANSIT	N/A	POCATELLO/CHUBBUCK	1999	71	CAPITAL	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P059	TRANSIT	N/A	POCATELLO/CHUBBUCK	1999	6	SECURITY	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P060	TRANSIT	N/A	POCATELLO/CHUBBUCK	2000	71	CAPITAL	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P061	TRANSIT	N/A	POCATELLO/CHUBBUCK	2000	6	SECURITY	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P062	TRANSIT	N/A	POCATELLO/CHUBBUCK	2000	5	TRANSIT PLANNING	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P063	TRANSIT	N/A	POCATELLO/CHUBBUCK	2000	193	OPERATIONS	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P070	TRANSIT	N/A	POCATELLO/CHUBBUCK	1998	14	BUS STATIONS/STOPS/TERMINALS	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P071	TRANSIT	N/A	POCATELLO/CHUBBUCK	1998	14	RETROFIT RESTROOMS/FACILITIES AT TERMINAL	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
P072	TRANSIT	N/A	POCATELLO/CHUBBUCK	1998	25	BUS OTHER CAPITAL	FTA 5307, LOCAL	POCATELLO REGIONAL TRANSIT	1
SD80106	SAFETY	N/A	BANNOCK CO SHERIFF	1998	19	IMPAIRED DRIVING PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80202	SAFETY	N/A	BANNOCK CO SHERIFF	1998	37	RISKY DRIVER BEHAVIOR PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80205	SAFETY	N/A	POCATELLO POLICE DEPT	1998	8	RISKY DRIVER BEHAVIOR PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	2
SD80230	SAFETY	N/A	BANNOCK CO SHERIFF	1998	35	YOUTHFUL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80310	SAFETY	N/A	CARIBOU CO EMS	1998	6	EMERGENCY MEDICAL SERVICES PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80601	SAFETY	N/A	CARIBOU CO SHERIFF	1998	7	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80602	SAFETY	N/A	SODA SPRINGS POLICE DEPT	1998	10	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80603	SAFETY	N/A	BANNOCK CO SHERIFF	1998	54	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80604	SAFETY	N/A	PRESTON POLICE DEPT	1998	10	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80605	SAFETY	N/A	ONEIDA CO SHERIFF	1998	8	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80606	SAFETY	N/A	FRANKLIN CO SHERIFF	1998	10	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80609	SAFETY	N/A	POCATELLO POLICE DEPT	1998	7	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	2
Z5AF	AERO	N/A	AMERICAN FALLS	1998	14	REHAB RUNWAY LIGHTS	STATE / LOCAL	POWER CO	
Z5BC	AERO	N/A	BANCROFT	1999	80	PAVE RUNWAY	STATE / LOCAL	BANCROFT	
Z5BF	AERO	N/A	BLACKFOOT	1998	486	OVLY RNWY, CONST APRN, INSTALL GATE & PAPI	FEDERAL / STATE / LOCAL	BLACKFOOT	
Z5P1	AERO	N/A	POCATELLO	1998	1,011	REHAB PARALLEL & CONNECTING TXWY	FEDERAL / STATE / LOCAL	POCATELLO	2
Z5P2	AERO	N/A	POCATELLO	1999	556	POROUS FRICTION COARSE RNWY 3/21	FEDERAL / STATE / LOCAL	POCATELLO	2
Z5P3	AERO	N/A	POCATELLO	2000	457	REHAB RUNWAY 16/34	FEDERAL / STATE / LOCAL	POCATELLO	2
Z5S1	AERO	N/A	SODA SPRINGS	1998	500	NEW AIRPORT PHASE 2	FEDERAL / STATE / LOCAL	SODA SPRINGS	
Z5S2	AERO	N/A	SODA SPRINGS	1999	500	NEW AIRPORT PHASE 3	FEDERAL / STATE / LOCAL	SODA SPRINGS	
Z5S3	AERO	N/A	SODA SPRINGS	2000	500	NEW AIRPORT PHASE 4	FEDERAL / STATE / LOCAL	SODA SPRINGS	

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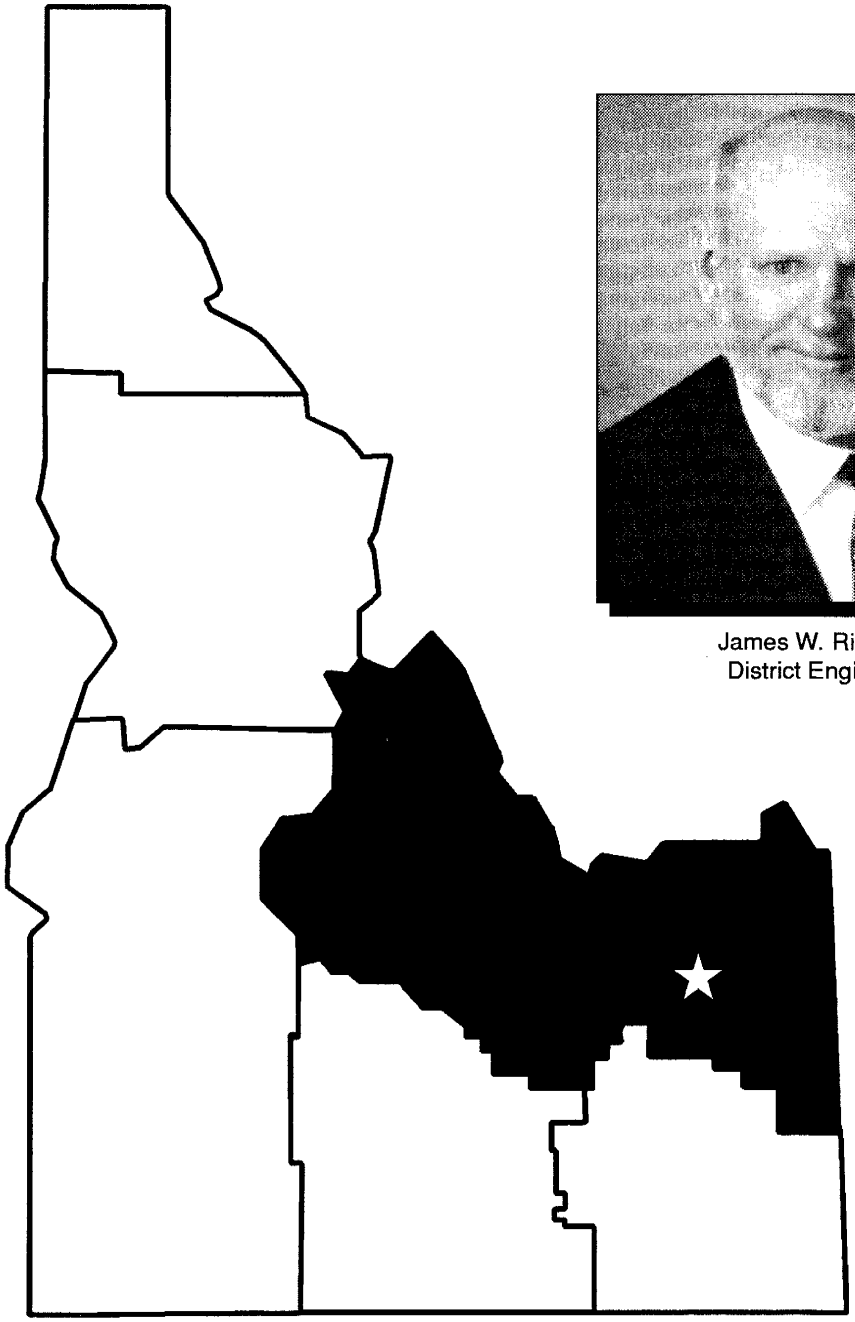
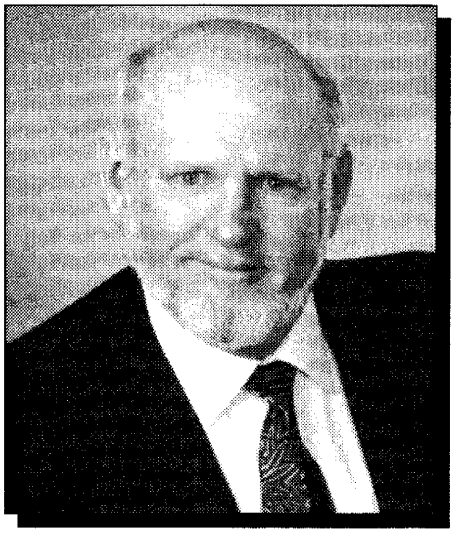
District 6





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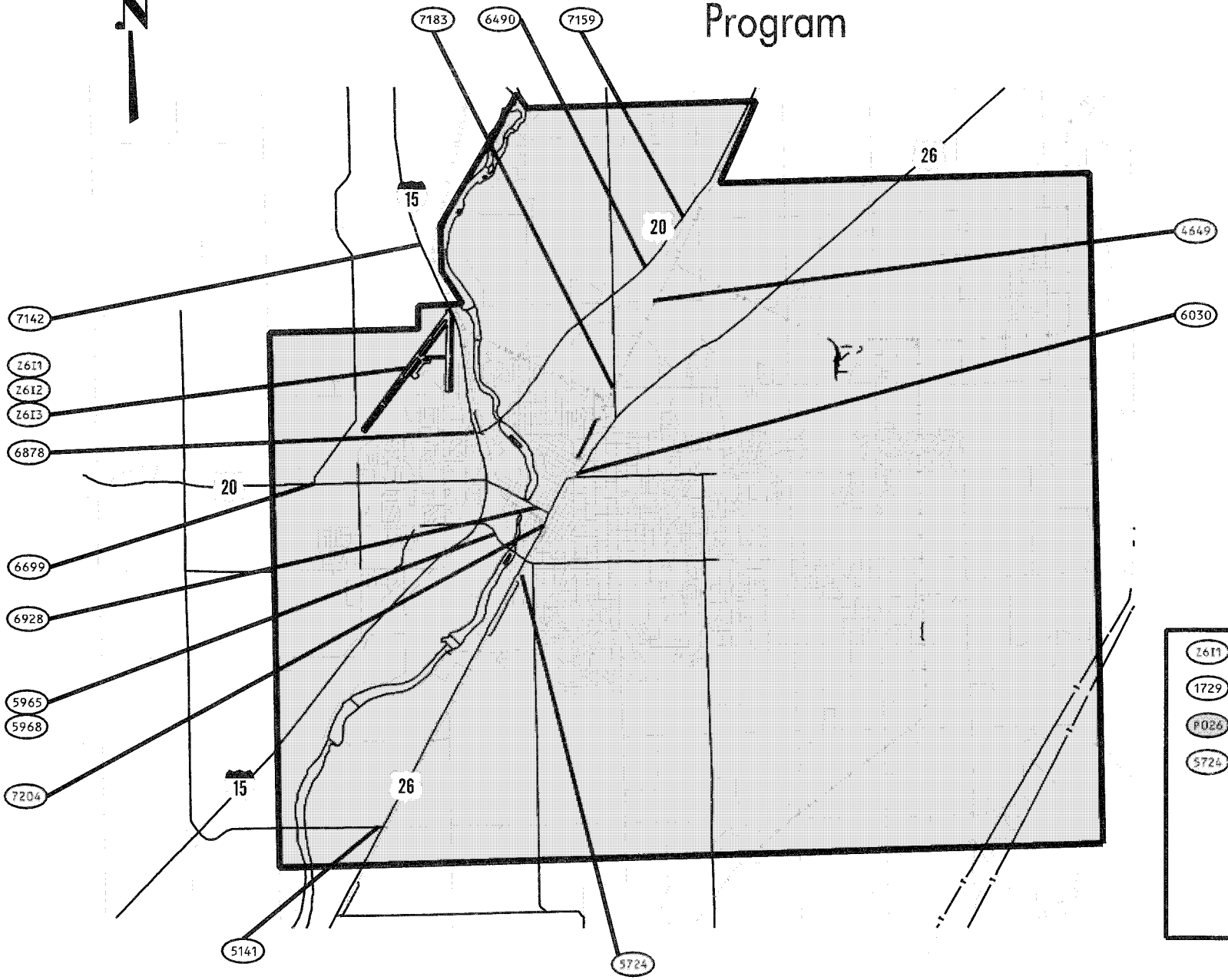
BONNEVILLE METROPOLITAN PLANNING ORGANIZATION
FY 1998 — 2002
Program



Other Projects

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Legend

Z611	Aeronautics Projects
1729	Highway Projects
P026	Public Transportation Projects
S724	Rail Projects
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43	State Highway

BONNEVILLE METROPOLITAN PLANNING ORGANIZATION

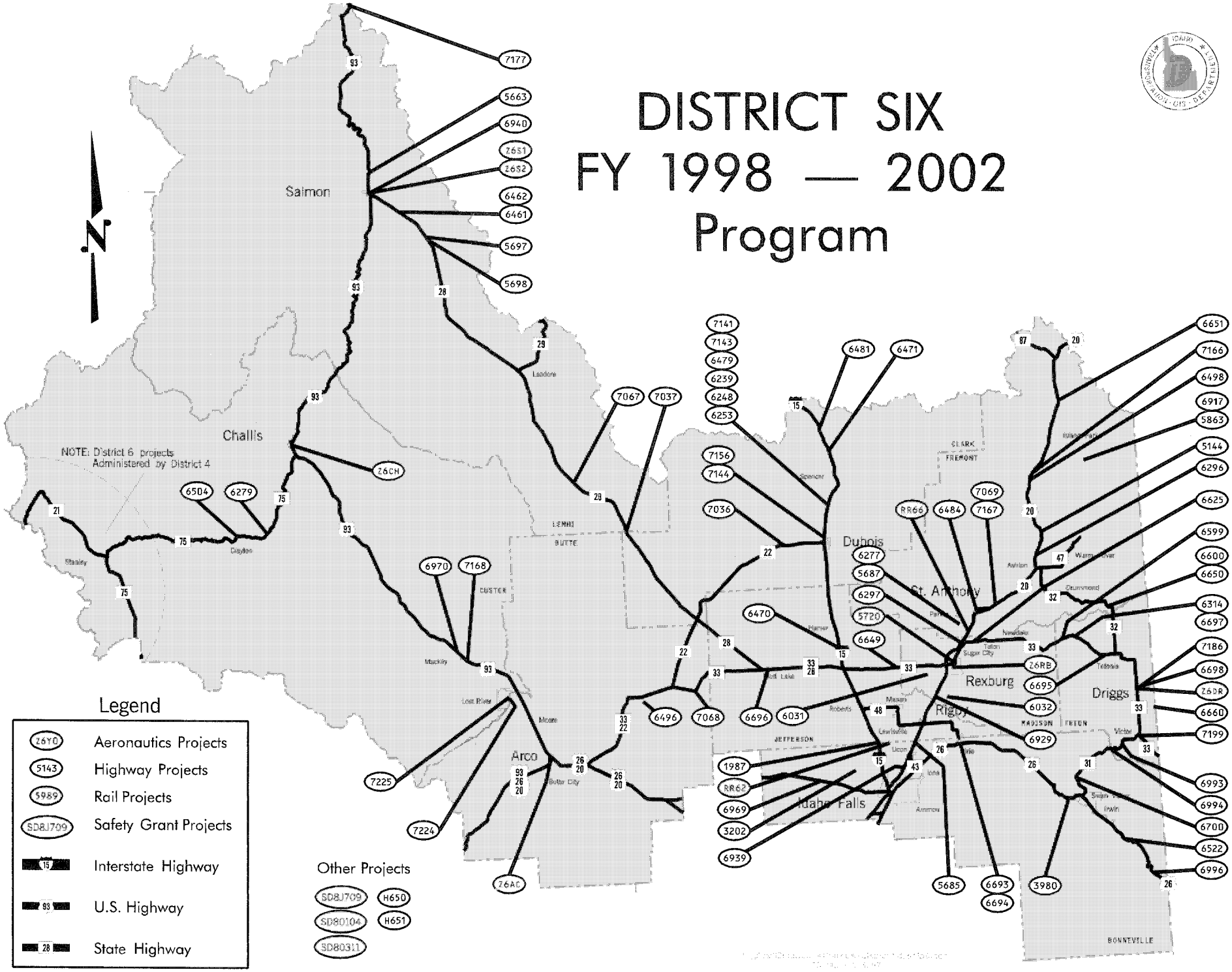
F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
4649	OFFSYS	0.500	IONA RD. YELLOWSTONE LINE	PREL	185	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BONNEVILLE CO	1
5141	I-15B	1.920	RIVERIA INTERSECTION	2000	1,779	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
5724	OFFSYS	0.000	WEST 19TH ST, ID FALLS	1999	200	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	IDAHO FALLS	1
5965	SMA7406	3.270	PANCHERI DR; SKYLINE TO UTAH, STAGE 1, ID FALLS	PREL	2,426	RELOCATION	SURFACE TRANSPORTATION-URBAN	IDAHO FALLS	1
5968	SMA7406	3.268	PANCHERI DR; SKYLINE TO UTAH, STAGE 2, ID FALLS	PREL	475	RELOCATION	SURFACE TRANSPORTATION-URBAN	IDAHO FALLS	1
6030	US-20B	333.487	S BOULEVARD GRADE SEPARATION, ID FALLS	1999	900	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	1
6490	US-20	310.550	ST LEON GRADE SEPARATION	2002	3,450	GRADE SEPARATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
6699	US-20	306.000	WEST BROADWAY, ID FALLS	1999	41	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	2
6878	US-20	307.600	INT I-15 AT EXIT 119, ID FALLS	1998	200	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	2
6928	I-15B	6.359	BROADWAY, YELLOWSTONE TO SNAKE RIVER BR	1998	420	RECONSTRUCTION/REALIGNMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	2
7142	I-15	111.859	BINGHAM CO LINE TO JOHNS HOLE IC, SB	2002	2,318	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
7159	US-20	309.880	ID FALLS TO CHESTER	1998	100	CORRIDOR PLAN	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
7183	US-20B	2.751	HOLMES AVE, ANDERSON ST TO IONA RD, ID FALLS	2000	1,500	MAJOR WIDENING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	1
7204	I-15B	5.963	CLIFF STREET RR XING	PREL	300	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	IDAHO TRANSPORTATION DEPT	1
P064	TRANSIT	N/A	IDAHO FALLS / AMMON	1998	44	TRANSIT PLANNING	FTA 5303, LOCAL	BONNEVILLE MPO	1
P065	TRANSIT	N/A	IDAHO FALLS / AMMON	1998	200	OPERATION AND MAINTENANCE	FTA 5307, LOCAL	COMMUNITY & RURAL TRANS	1
P066	TRANSIT	N/A	IDAHO FALLS / AMMON	1999	48	TRANSIT PLANNING	FTA 5303, LOCAL	BONNEVILLE MPO	1
P067	TRANSIT	N/A	IDAHO FALLS / AMMON	1999	214	OPERATION AND MAINTENANCE	FTA 5307, LOCAL	TARGEE REG PUBLIC TRANS AUTH	1
P068	TRANSIT	N/A	IDAHO FALLS / AMMON	2000	48	TRANSIT PLANNING	FTA 5303, LOCAL	BONNEVILLE MPO	1
P069	TRANSIT	N/A	IDAHO FALLS / AMMON	2000	214	OPERATION AND MAINTENANCE	FTA 5307, LOCAL	TARGEE REG PUBLIC TRANS AUTH	1
Z6I1	AERO	N/A	IDAHO FALLS	1998	800	REHAB RUNWAY	FEDERAL / STATE / LOCAL	IDAHO FALLS	2
Z6I2	AERO	N/A	IDAHO FALLS	1999	789	INSTALL HYDRANTS, CONST EQUIP BLDG, EXPND GA APRN, BUY LAND	FEDERAL / STATE / LOCAL	IDAHO FALLS	2
Z6I3	AERO	N/A	IDAHO FALLS	2000	765	BUY ARFF VEHICLE & LAND	FEDERAL / STATE / LOCAL	IDAHO FALLS	2

1 Federal-aid project included in Bonneville Metropolitan Planning Organization's (BMPO) *Transportation Improvement Program*.

2 State-funded project within BMPO's boundary.

DISTRICT SIX
FY 1998 — 2002
Program



DISTRICT SIX

F Y 1998 - 2002 Program

KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
1987	I-15	128.000	OSGOOD IC TO ROBERTS IC, NB	2000	1,850	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
3202	OFFSYS	103.784	GREAT WESTERN CANAL, SNARR RD, NW OF ID FALLS	1999	135	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	BONNEVILLE CO	
3980	US-26	374.100	SWAN VALLEY SLIDE MONITORING	PREL	0	PRELIMINARY ENGINEERING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
4649	OFFSYS	0.500	IONA RD, YELLOWSTONE LINE	PREL	185	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	BONNEVILLE CO	1
5141	I-15B	1.920	RIVERIA INTERSECTION	2000	1,779	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
5144	US-20	369.000	WOOD RD TO GREEN CANYON RD, FREMONT CO	1998	2,148	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
5663	US-93	310.000	CARMEN CR RD TO S TOWER CR RD, N OF SALMON	1999	870	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
5685	US-20	317.796	BONNEVILLE/JEFFERSON CO LINE RD IC	2000	3,800	INTERCHANGE	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
5687	STC6770	4.920	SALEM RD, STAGE 1, FREMONT CO	2000	907	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-RURAL	FREMONT CO	
5697	SH-28	122.720	LEMHI RIVER BR,12 MI SE OF SALMON	1999	530	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	
5698	SH-28	124.740	MULKEY SLOUGH BR, E OF SALMON	1998	150	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	
5720	SH-33	79.204	MAIN ST, REXBURG	1999	675	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	IDAHO TRANSPORTATION DEPT	
5724	OFFSYS	0.000	WEST 19TH ST, ID FALLS	1999	200	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	IDAHO FALLS	1
5863	OFFSYS	12.500	MESA FALLS RD (FH 62), STAGE 1	1998	3,500	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE	
5965	SMA7406	3.270	PANCHERI DR; SKYLINE TO UTAH, STAGE 1, ID FALLS	PREL	2,426	RELOCATION	SURFACE TRANSPORTATION-URBAN	IDAHO FALLS	1
5968	SMA7406	3.268	PANCHERI DR; SKYLINE TO UTAH, STAGE 2, ID FALLS	PREL	475	RELOCATION	SURFACE TRANSPORTATION-URBAN	IDAHO FALLS	1
6030	US-20B	333.487	S BOULEVARD GRADE SEPARATION, ID FALLS	1999	900	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	1
6031	OFFSYS	102.500	TEXAS SLOUGH BR, MADISON CO	1999	88	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	MADISON CO	
6032	OFFSYS	100.634	LIBERTY PARK CANAL BR, MADISON CO	PREL	65	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	MADISON CO	
6239	I-15	111.859	PAVEMENT STRIPING	1998	150	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6248	I-15	111.859	PAVEMENT STRIPING	1999	110	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6253	I-15	111.859	PAVEMENT STRIPING	2000	110	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6277	STC6770	5.923	SALEM RD BR, FREMONT CO	1999	443	BRIDGE REPLACEMENT	BRIDGE-LOCAL	FREMONT CO	
6279	SH-75	226.965	E FORK SALMON RIVER BR, CUSTER CO	1999	540	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	
6296	US-20	363.150	ASHTON BR	2000	3,217	BRIDGE REPLACEMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
6297	US-20	338.330	SUGAR CITY GRADE SEPARATION	2000	1,287	GRADE SEPARATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
6314	SH-33	115.100	CANYON CREEK BR, MADISON CO	2002	2,300	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	
6461	SH-28	130.240	LEMHI RIVER BR	1998	480	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6462	SH-28	128.440	LEMHI RIVER BR	1998	480	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6470	I-15	143.003	SAGE TO HAMER, NB	1998	2,130	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6471	I-15	185.000	STODDARD CR TO HUMPHREY IC,NB	1999	2,351	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6479	I-15	111.859	PAVEMENT STRIPING	2001	110	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6481	I-15	189.837	HUMPHREY IC TO MONTANA ST LINE, NB	1998	1,740	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
6484	US-20B	346.500	NORTH BR INT IMPROVEMENT, ST ANTHONY	1998	413	RECONSTRUCTION/REALIGNMENT	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
6490	US-20	310.550	ST LEON GRADE SEPARATION	2002	3,450	GRADE SEPARATION	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
6496	SH-33	20.500	HOWE EAST, BUTTE CO	1998	1,035	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6498	US-20	378.425	GREEN CANYON RD TO MESA FALLS RD	2000	2,297	BRIDGE REPLACEMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
6504	SH-75	220.180	SALMON RIVER BR, WEST OF CLAYTON	PREL	2,200	BRIDGE REPLACEMENT	BRIDGE-STATE	IDAHO TRANSPORTATION DEPT	
6522	US-26	388.000	PALISADES GUARDRAIL	1999	203	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT	
6599	SH-33	111.287	EAST OF NEWDALE TO CANYON CR, MADISON CO	1999	610	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6600	SH-32	9.240	LAMONT, EAST	1998	760	MINOR WIDENING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6625	SH-33S	99.441	JCT US-20 TO TETON	1998	441	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6649	SH-33	51.702	SAGE JCT, WEST	1999	1,540	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6650	SH-32	7.600	BITCH CR BR, TETON CO	1999	1,903	BRIDGE REPLACEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6651	US-20	394.000	ISLAND PARK LODGE TURN LANES	2000	480	INTERSECTION IMPROVEMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
6660	STC6820	0.000	TARGHEE RD (FH 76); DRIGGS TO WYOMING ST LINE	2002	4,500	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE	
6693	US-26B	0.000	RIRIE BUSINESS LOOP	1999	45	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6694	US-26	347.560	RIRIE TO GRANITE	1999	388	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6695	SH-33	125.500	JCT SH-33, WEST	1999	82	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6696	SH-28	15.060	JCT SH-33 TO JCT SH-22	1999	194	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6697	SH-33	115.000	CANYON CR TO CLEMENTSVILLE	1999	86	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6698	SH-33	140.810	DRIGGS TO WYOMING ST LINE	1999	243	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6699	US-20	306.000	WEST BROADWAY, ID FALLS	1999	41	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	2
6700	SH-31	4.800	SWAN VALLEY TO PINE CR	1999	36	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6878	US-20	307.600	INT I-15 AT EXIT 119, ID FALLS	1998	200	TRAFFIC SIGNALS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	2
6917	OFFSYS	12.500	MESA FALLS RD (FH 62), STAGE 2	2000	3,500	RECONSTRUCTION/REALIGNMENT	FOREST HIGHWAY	FOREST SERVICE	
6928	I-15B	6.359	BROADWAY, YELLOWSTONE TO SNAKE RIVER BR	1998	420	RECONSTRUCTION/REALIGNMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	2

1 Federal-aid project included in Bonneville Metropolitan Planning Organization's (BMPO) *Transportation Improvement Program*.

2 State-funded project within BMPO's boundary.

All footnoted projects are on BMPO's map.

DISTRICT SIX

F Y 1998 - 2002 Program

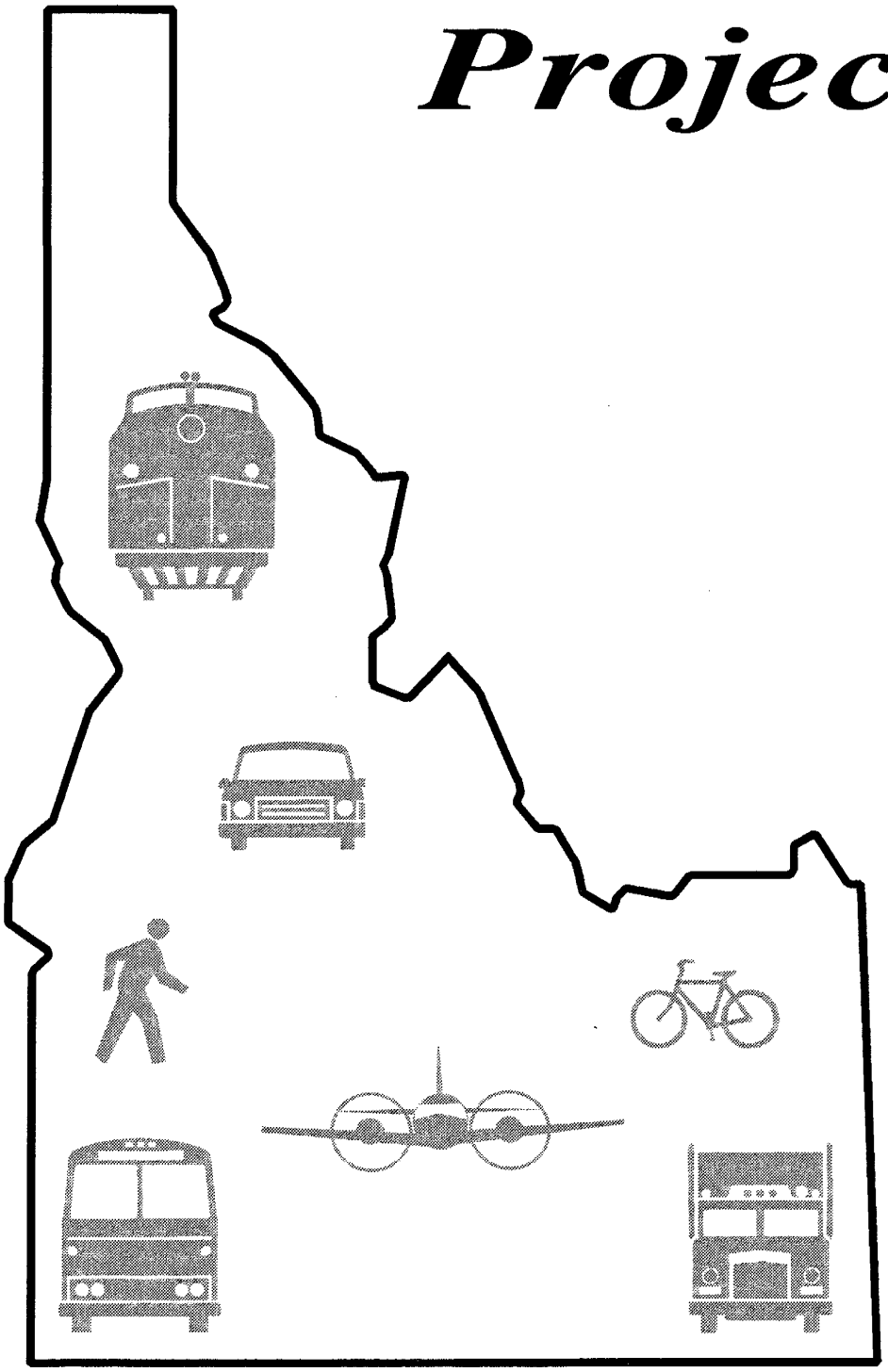
KEY	ROUTE	MILE POINT	LOCATION DESCRIPTION	FISCAL YEAR	CONSTRUCT COST ($,000)	TYPE OF WORK ACTIVITIES	FUNDING SOURCE	SPONSOR	
6929	US-20	327.230	THORNTON SATELLITE POE, MADISON CO	1998	550	WEIGH STATION	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6939	US-20	311.900	LOWER VALLEY ICE DETECTION	1999	300	MISCELLANEOUS SAFETY IMPROVEMENTS	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6940	US-93	305.322	SALMON, NORTH TO CARMEN CR RD	1999	643	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6969	US-20	293.960	BRUNT RD TO CINDER BUTTE RD, BONNEVILLE CO	2000	1,521	MINOR WIDENING & RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6970	US-93	109.115	MACKAY NORTH	2000	636	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6993	SH-31	17.000	SLIDE REPAIR, TETON CO	2001	500	ALIGNMENT/GRADE SPOT IMPROVEMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6994	SH-31	14.135	PINE CREEK SUMMIT TO JUNCTION SH-33, TETON CO	2001	973	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
6996	US-26	398.450	INDIAN CREEK RD SLIDE REPAIR, STG 2, BONNEVILLE CO	2001	970	ALIGNMENT/GRADE IMPROVEMENT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
7036	SH-22	60.060	DUBOIS, WEST	2000	1,238	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7037	SH-28	51.875	LEMHI CO LINE, NORTH	2000	2,190	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7067	SH-28	67.000	GILMORE SUMMIT NORTH, LEMHI CO	2001	1,086	PAVEMENT REHABILITATION AND RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7068	SH-33	29.070	TEST AREA NORTHEAST, JEFFERSON CO	2001	1,968	MINOR WIDENING & RESURFACING	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7069	US-20	351.101	CHESTER, SOUTH	2001	1,200	RECONSTRUCTION/REALIGNMENT	STATE FUNDED-RESTRICTED	IDAHO TRANSPORTATION DEPT	
7141	I-15	111.859	PAVEMENT STRIPING	2002	110	PAVEMENT MARKING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7142	I-15	111.859	BINGHAM CO LINE TO JOHNS HOLE IC, SB	2002	2,318	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	1
7143	I-15	111.859	BINGHAM CO LINE TO JOHNS HOLE IC, NB	PREL	2,318	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7144	I-15	166.659	DUBOIS IC AND SPENCER IC, SB	PREL	346	PAVEMENT REHABILITATION AND RESURFACING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7156	I-15	167.277	DUBIOS IC TO MONTANA ST LINE	2000	210	RIGID PAVEMENT GRINDING	INTERSTATE MAINTENANCE	IDAHO TRANSPORTATION DEPT	
7159	US-20	309.880	ID FALLS TO CHESTER	1998	100	CORRIDOR PLAN	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	1
7166	US-20	380.000	MESA FALLS RD TO ISLAND PARK LODGE	PREL	2,095	PAVEMENT REHABILITATION AND RESURFACING	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
7167	US-20	349.012	TWIN GROVES NORTH, FREEMONT CO	PREL	1,200	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
7168	US-93	108.830	PARK AVE TO MCCALEB AVE, MACKAY	PREL	450	RECONSTRUCTION/REALIGNMENT	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
7177	US-93	351.103	LOST TRAIL PASS REST AREA, LEMHI CO	2000	500	CONSTRUCT REST AREA	NATIONAL HIGHWAY	IDAHO TRANSPORTATION DEPT	
7183	US-20B	2.751	HOLMES AVE, ANDERSON ST TO IONA RD, ID FALLS	2000	1,500	MAJOR WIDENING	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	1
7186	SH-33	141.280	SH-33 & FH 36, DRIGGS	2002	200	TRAFFIC SIGNALS	SURFACE TRANSPORTATION-STATE	IDAHO TRANSPORTATION DEPT	
7199	SH-33	149.960	VICTOR TO WYOMING ST LINE	2000	350	METAL GUARD RAIL	SURFACE TRANSPORTATION-SAFETY	IDAHO TRANSPORTATION DEPT	
7204	I-15B	5.963	CLIFF STREET RR XING, IDAHO FALLS	PREL	300	RAILROAD GATES	SURFACE TRANSPORTATION-SAFETY RAIL	IDAHO TRANSPORTATION DEPT	1
7224	OFFSYS	118.364	N DARLINGTON BR	PREL	253	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	LOST RIVER HD	
7225	OFFSYS	117.054	E DARLINGTON BR	PREL	229	BRIDGE REPLACEMENT	BRIDGE-OFF SYSTEM	LOST RIVER HD	
H650	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2000	349	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
H651	STATE	N/A	UNALLOCATED SURFACE TREATMENT	2001	350	SEAL COAT	STATE FUNDED	IDAHO TRANSPORTATION DEPT	
P064	TRANSIT	N/A	IDAHO FALLS/AMMON	1998	44	TRANSIT PLANNING	FTA 5303, LOCAL	BONNEVILLE MPO	1
P065	TRANSIT	N/A	IDAHO FALLS/AMMON	1998	200	OPERATION AND MAINTENANCE	FTA 5307, LOCAL	COMMUNITY & RURAL TRANS,	1
P066	TRANSIT	N/A	IDAHO FALLS/AMMON	1999	48	TRANSIT PLANNING	FTA 5303, LOCAL	BONNEVILLE MPO	1
P067	TRANSIT	N/A	IDAHO FALLS/AMMON	1999	214	OPERATION AND MAINTENANCE	FTA 5307, LOCAL	COMMUNITY & RURAL TRANS,	1
P068	TRANSIT	N/A	IDAHO FALLS/AMMON	2000	48	TRANSIT PLANNING	FTA 5303, LOCAL	BONNEVILLE MPO	1
P069	TRANSIT	N/A	IDAHO FALLS/AMMON	2000	214	OPERATION AND MAINTENANCE	FTA 5307, LOCAL	COMMUNITY & RURAL TRANS,	1
RR62	RAIL	N/A	UCON TO MENAN	UNKNOWN	1,800	RAILROAD REHABILITATION	UNKNOWN	EASTERN IDAHO RAILROAD	
RR66	RAIL	N/A	ID FALLS TO NEWDALE, ST ANTHONY TO ASHTON	UNKNOWN	1,500	RAILROAD REHABILITATION	UNKNOWN	EASTERN IDAHO RAILROAD	
SD80104	SAFETY	N/A	BONNEVILLE CO PROBATION	1998	28	IMPAIRED DRIVING PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD80311	SAFETY	N/A	SWAN VALLEY AMBULANCE	1998	2	EMERGENCY MEDICAL SERVICES	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
SD8J709	SAFETY	N/A	CUSTER CO SHERIFF	1998	9	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMIN	NONE	
Z6AC	AERO	N/A	ARCO	1999	635	SEAL COAT RNWY, PARALLEL TXWY & APRON	FEDERAL / STATE / LOCAL	ARCO	
Z6CH	AERO	N/A	CHALLIS	1998	166	SEAL COAT PAVEMENTS	FEDERAL / STATE / LOCAL	CHALLIS	
Z6DR	AERO	N/A	DRIGGS	1998	400	EXTEND PARALLEL TXWY, EXPAND APRON	FEDERAL / STATE / LOCAL	DRIGGS	
Z6I1	AERO	N/A	IDAHO FALLS	1998	800	REHAB RUNWAY	FEDERAL / STATE / LOCAL	IDAHO FALLS	2
Z6I2	AERO	N/A	IDAHO FALLS	1999	789	INSTALL HYDRANTS, CONST EQUIP BLDG, EXPND GA APRN, BUY LAND	FEDERAL / STATE / LOCAL	IDAHO FALLS	2
Z6I3	AERO	N/A	IDAHO FALLS	2000	765	BUY ARFF VEHICLE & LAND	FEDERAL / STATE / LOCAL	IDAHO FALLS	2
Z6RB	AERO	N/A	REXBURG	1998	45	CRACK SEAL, FOG SEAL & MARK PAVEMENTS	STATE / LOCAL	REXBURG	
Z6S1	AERO	N/A	SALMON	1998	75	ENVIRONMENTAL ASSESSMENT	FEDERAL / STATE / LOCAL	LEMHI CO	
Z6S2	AERO	N/A	SALMON	1999	874	EXTEND & WIDEN RNWY, CONST TXWY & APRON	FEDERAL / STATE / LOCAL	LEMHI CO	

1 Federal-aid project included in Bonneville Metropolitan Planning Organization's (BMPO) *Transportation Improvement Program*.

2 State-funded project within BMPO's boundary.

All footnoted projects are on BMPO's map.

Statewide Projects



STATEWIDE SET ASIDES for

Scheduled Preliminary Engineering Phases, Right-of-Way Acquisition, and Contract Increases

FUNDING SOURCE	FY 1998 ($,000) PE	RW	CI	FY 1999 ($,000) PE	RW	CI
Interstate Maintenance	3176	1525	809	2410	725	768
National Highway System	4165	6535	843	3641	4134	594
STP - State	1276	730	930	1166	420	1160
STP - Local Rural	27	55	20	2	0	20
STP - Local Urban	0	1420	100	14	1792	100
STP - Safety & Rail	650	107	96	219	3	96
STP - Enhancement	50	225	0	0	0	0
Cong Mit/Air Quality	242	58	0	14	281	0
Bridge (State, Local, Off-System)	2056	198	249	1727	600	235
Demonstration Projects	400	300	0	10	0	0
Metro Planning	850	0	0	850	0	0
State Funded	1839	435	707	899	160	540
State Restricted Fund	275	185	807	1310	80	708

FUNDING SOURCE	FY 2000 ($,000) PE	RW	CI	FY 2001 ($,000) PE	RW	CI
Interstate Maintenance	1931	400	727	2463	400	687
National Highway System	3010	1760	1002	4073	6078	639
STP - State	182	100	403	45	10	701
STP - Local Rural	2	0	20	0	0	20
STP - Local Urban	1	1160	100	3	569	100
STP - Safety & Rail	30	0	87	25	0	39
STP - Enhancement	0	0	0	0	0	0
Cong Mit/Air Quality	52	0	0	0	0	0
Bridge (State, Local, Off-System)	1681	460	219	1620	350	210
Demonstration Projects	0	0	0	0	0	0
Metro Planning	850	0	0	850	0	0
State Funded	507	160	540	65	0	540
State Restricted Fund	688	450	717	19	0	721

FUNDING SOURCE	FY 2002 ($,000) PE	RW	CI	Preliminary Development PE	RW	CI
Interstate Maintenance	2882	250	646	0	0	0
National Highway System	2501	2443	635	0	0	0
STP - State	6	30	747	0	0	0
STP - Local Rural	0	0	20	0	0	0
STP - Local Urban	5	440	100	0	0	0
STP - Safety & Rail	107	0	36	0	0	0
STP - Enhancement	0	0	0	0	0	0
Cong Mit/Air Quality	0	0	0	0	0	0
Bridge (State, Local, Off-System)	80	10	198	0	0	0
Demonstration Projects	0	0	0	0	0	0
Metro Planning	0	0	0	0	0	0
State Funded	0	0	0	0	0	0
State Restricted Fund	0	0	0	0	0	0

Note: This page covers scheduled PE, RW, and CI amounts for separately identified projects available upon request. Contract increase amounts are for unforeseen increases to contracts obligated in prior years.

STATEWIDE PROJECTS

FY 1998 - 2002 PROGRAM

AERONAUTICS

TYPE OF WORK	COST ($,000)	FISCAL YEAR	FUNDING SOURCE
SYSTEM PLAN	250	1998	FEDERAL / STATE
SYSTEM PLAN	250	1999	FEDERAL / STATE
MULTIPLE ALPs	140	1999	FEDERAL / STATE / LOCAL
SYSTEM PLAN	250	2000	FEDERAL / STATE

HIGHWAYS

KEY	FISCAL YEAR	COST ($,000)	TYPE OF PROJECT	FUNDING SOURCE
7175	1998	90	STRATEGIC HIGHWAY RESEARCH PROGRAM	INTERSTATE MAINTENANCE
7248	1999	90	STRATEGIC HIGHWAY RESEARCH PROGRAM	INTERSTATE MAINTENANCE
7249	2000	90	STRATEGIC HIGHWAY RESEARCH PROGRAM	INTERSTATE MAINTENANCE
7250	2001	90	STRATEGIC HIGHWAY RESEARCH PROGRAM	INTERSTATE MAINTENANCE
7251	2002	90	STRATEGIC HIGHWAY RESEARCH PROGRAM	INTERSTATE MAINTENANCE
S70	2001	3,000	ESTIMATED REHABILITATION ALLOCATION	INTERSTATE MAINTENANCE
S70	2002	3,000	ESTIMATED REHABILITATION ALLOCATION	INTERSTATE MAINTENANCE
S70	2001	1,831	PRELIMINARY ENGINEERING SET ASIDE	INTERSTATE MAINTENANCE
S70	2002	2,155	PRELIMINARY ENGINEERING SET ASIDE	INTERSTATE MAINTENANCE
S71	2001	2,523	PRELIMINARY ENGINEERING SET ASIDE	NATIONAL HIGHWAY
S71	2002	2,510	PRELIMINARY ENGINEERING SET ASIDE	NATIONAL HIGHWAY
S70	2001	2,523	RIGHT-OF-WAY SET ASIDE	NATIONAL HIGHWAY
S70	2002	2,510	RIGHT-OF-WAY SET ASIDE	NATIONAL HIGHWAY
5693	1998	2,600	PLANNING AND RESEARCH	STATEWIDE PLANNING AND RESEARCH
5955	1999	2,600	PLANNING AND RESEARCH	STATEWIDE PLANNING AND RESEARCH
5957	2000	2,600	PLANNING AND RESEARCH	STATEWIDE PLANNING AND RESEARCH
6491	2001	2,600	PLANNING AND RESEARCH	STATEWIDE PLANNING AND RESEARCH
7226	2002	2,600	PLANNING AND RESEARCH	STATEWIDE PLANNING AND RESEARCH
5693	1998	500	PLANNING	SURFACE TRANSP0RTATION-STATE
5955	1999	500	PLANNING	SURFACE TRANSP0RTATION-STATE
5957	2000	500	PLANNING	SURFACE TRANSP0RTATION-STATE
6491	2001	500	PLANNING	SURFACE TRANSP0RTATION-STATE
7226	2002	500	PLANNING	SURFACE TRANSP0RTATION-STATE
S70	2001	9,400	ESTIMATED REHABILITATION ALLOCATION	SURFACE TRANSP0RTATION-STATE
S70	2002	9,400	ESTIMATED REHABILITATION ALLOCATION	SURFACE TRANSP0RTATION-STATE
7227	1998	70	STATEWIDE RIDESHARING COORDINATION	SURFACE TRANSPORTATION-LOCAL URBAN
7228	1999	75	STATEWIDE RIDESHARING COORDINATION	SURFACE TRANSPORTATION-LOCAL URBAN
7229	2000	80	STATEWIDE RIDESHARING COORDINATION	SURFACE TRANSPORTATION-LOCAL URBAN
7230	2001	85	STATEWIDE RIDESHARING COORDINATION	SURFACE TRANSPORTATION-LOCAL URBAN
7231	2002	90	STATEWIDE RIDESHARING COORDINATION	SURFACE TRANSPORTATION-LOCAL URBAN
S71	1998	100	RURAL TECHNICAL ASSISTANCE PROGRAM	SURFACE TRANSPORTATION-LOCAL URBAN
S71	1999	100	RURAL TECHNICAL ASSISTANCE PROGRAM	SURFACE TRANSPORTATION-LOCAL URBAN
S71	2000	100	RURAL TECHNICAL ASSISTANCE PROGRAM	SURFACE TRANSPORTATION-LOCAL URBAN
S71	2001	100	RURAL TECHNICAL ASSISTANCE PROGRAM	SURFACE TRANSPORTATION-LOCAL URBAN
S71	2002	100	RURAL TECHNICAL ASSISTANCE PROGRAM	SURFACE TRANSPORTATION-LOCAL URBAN
5418	1998	460	BRIDGE INSPECTION, LOCAL / OFF	BRIDGE-OFF SYSTEM
5418	1999	460	BRIDGE INSPECTION, LOCAL / OFF	BRIDGE-OFF SYSTEM
6281	2000	460	BRIDGE INSPECTION, LOCAL / OFF	BRIDGE-OFF SYSTEM
6281	2001	460	BRIDGE INSPECTION, LOCAL / OFF	BRIDGE-OFF SYSTEM
7233	2002	460	BRIDGE INSPECTION, LOCAL / OFF	BRIDGE-OFF SYSTEM
7232	2002	380	BRIDGE INSPECTION	BRIDGE-STATE
5699	1998	380	BRIDGE INSPECTION	BRIDGE-STATE
6019	1999	380	BRIDGE INSPECTION	BRIDGE-STATE
6280	2000	380	BRIDGE INSPECTION	BRIDGE-STATE
6505	2001	380	BRIDGE INSPECTION	BRIDGE-STATE

PUBLIC TRANSPORTATION

KEY	FISCAL YEAR	COST ($,000)	TYPE OF PROJECT	FUNDING SOURCE
N/A	1998	61	STATE PLANNING SERVICES	49 USC 5313 - DIV OF PUBLIC TRANSPORTATION
N/A	1998	438	ELDERLY / DISABLED SERVICES	49 USC 5310 - DIV OF PUBLIC TRANSPORTATION
N/A	1998	1,215	SMALL CITY / RURAL SERVICES	49 USC 5311 - DIV OF PUBLIC TRANSPORTATION
N/A	1999	61	STATE PLANNING SERVICES	49 USC 5313 - DIV OF PUBLIC TRANSPORTATION
N/A	1999	430	ELDERLY / DISABLED SERVICES	49 USC 5310 - DIV OF PUBLIC TRANSPORTATION
N/A	1999	1,215	SMALL CITY / RURAL SERVICES	49 USC 5311 - DIV OF PUBLIC TRANSPORTATION
N/A	2000	64	STATE PLANNING SERVICES	49 USC 5313 - DIV OF PUBLIC TRANSPORTATION
N/A	2000	451	ELDERLY / DISABLED SERVICES	49 USC 5310 - DIV OF PUBLIC TRANSPORTATION
N/A	2000	1,275	SMALL CITY / RURAL SERVICES	49 USC 5311 - DIV OF PUBLIC TRANSPORTATION

OTHER FUNDING

FY 1998 - 2002 PROGRAM

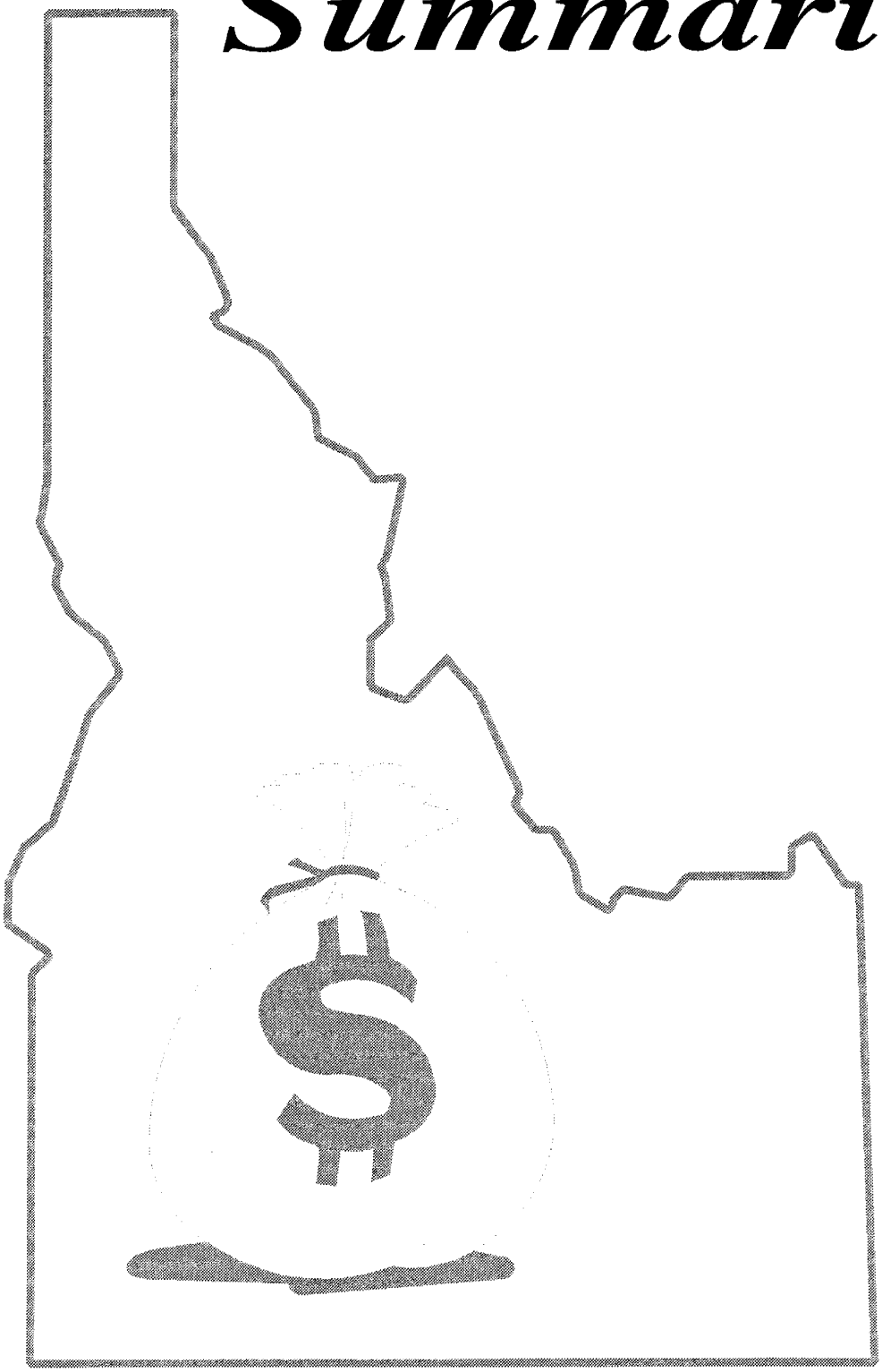
INDIAN RESERVATION ROADS

KEY	LOCATION	FISCAL YEAR	COST ($,000)	TYPE OF WORK	FUNDING SOURCE
IR04	COEUR D'ALENE IR DESMIT STREETS	1998	150	RESURFACING O.5 MILE	BUREAU OF INDIAN AFFAIRS
IR05	KOOTENAI IR HATCHERY ROAD	1998	180	RESURFACING 1.0 MILE	BUREAU OF INDIAN AFFAIRS
IR06	FORT HALL IR SANDY ROAD	1998	480	RESURFACING 1.5 MILE	BUREAU OF INDIAN AFFAIRS
IR07	FORT HALL IR SOLID WASTE AVE	1998	530	RESURFACING 1.5 MILE	BUREAU OF INDIAN AFFAIRS
IR08	FORT HALL IR VARIOUS ROADS	1998	100	CHIP SEAL 3.0 MILE	BUREAU OF INDIAN AFFAIRS

HIGHWAY SAFETY PROGRAM

KEY	LOCATION	FISCAL YEAR	COST ($,000)	TYPE OF WORK	FUNDING SOURCE
SD8010H	STATEWIDE	1998	25	ALCOHOL TRAFFIC SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION
SD8020H	STATEWIDE	1998	15	RISKY DRIVER BEHAVIOR PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION
SD80301	IDAHO BUREAU OF COMMUNICATIONS	1998	30	EMS NETWORK BASE STATION REPLACEMENT	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION
SD8040H	STATEWIDE	1998	25	TRAFFIC RECORDS IMPACT DEVELOPMENT	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION
SD8F50H	STATEWIDE	1998	26	ROADWAY SAFETY *CARS* DEVELOPMENT	FEDERAL HWY ADMINISTRATION
SD8F501	STATEWIDE	1998	40	ROADWAY SAFETY MANAGEMENT SYSTEM	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION
SD8060H	STATEWIDE	1998	45	SAFETY RESTRAINTS PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION
SD8080H	STATEWIDE	1998	16	BICYCLE/PEDESTRIAN SAFETY PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION
SD8J70H	STATEWIDE	1998	95	ALCOHOL INCENTIVE PROGRAM	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION
SD8J706	DEPT OF LAW ENFORCEMENT	1998	23	FORENSICS BUREAU ALCOHOL TESTING	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION
SD8J710	DEPT OF JUVENILE CORRECTION	1998	8	YOUTH DUI ARREST AND DANGERS AWARENESS	NATIONAL HWY SAFETY TRAFFIC ADMINISTRATION

Funding Summaries



AVAILABLE FUNDING WITH MATCH vs. PROGRAMMED PROJECTS
FY 1998 - 2002 & PRELIMINARY DEVELOPMENT - HIGHWAY DEVELOPMENT PROGRAM
Board Approved September 18&19, 1997

($000's)

Funding Category	FY 1998		FY 1999		FY 2000		FY 2001		FY 2002		Prel. Dev.	
Federal-aid & Match	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Highway Development Prog.												
Interstate Maintenance	26,973	26,450	25,586	26,104	24,240	26,378	22,893	14,556	21,546	17,502	21,546	56,550
National Highway System	27,389	50,625	25,972	46,407	24,605	29,918	23,238	34,217	21,871	41,296	21,871	126,234
STP - State Highway	31,734	9,986	32,504	12,399	22,223	16,717	21,431	17,363	24,195	10,883	20,859	10,564
NH plus STP-State Funds	*59,123*	*60,611*	*58,476*	*58,806*	*46,828*	*46,635*	*44,669*	*51,580*	*46,066*	*52,179*	*42,730*	*136,798*
IM plus NH plus STP-State Funds	*86,096*	*87,061*	*84,062*	*84,910*	*71,068*	*73,013*	*67,562*	*66,136*	*67,613*	*69,681*	*64,277*	*193,348*
STP - Local Rural	1,988	1,988	122	122	1,889	1,889	120	120	4,487	4,487	5,669	550
STP - Local Urban	3,948	3,948	4,879	4,879	8,751	8,751	11,933	11,933	2,842	2,842	5,096	5,096
STP - Safety	1,721	1,238	1,664	1,340	1,534	1,465	1,543	0	1,478	0	1,479	0
STP Safety Rail	1,543	2,079	1,465	1,372	1,388	2,275	1,311	1,409	1,234	1,372	1,234	4,270
STP - Enhancement	5,551	4,318	5,551	1,500	5,551	0	5,551	0	5,551	0	5,551	0
Congestion Mit./Air Quality	2,988	2,880	2,988	0	2,988	0	2,988	0	2,988	0	2,988	0
Bridge State	6,593	5,522	6,264	5,172	6,113	5,918	4,541	4,671	4,221	2,826	4,101	10,944
Bridge Local	350	1,452	332	666	135	163	1,360	1,632	1,333	2,237	1,337	3,601
Bridge Off System	1,250	1,384	1,164	1,183	1,080	1,193	1,063	960	959	1,918	959	3,221
Bridge Program subtotal	*8,193*	*8,358*	*7,759*	*7,021*	*7,328*	*7,274*	*6,964*	*7,263*	*6,513*	*6,981*	*6,397*	*17,766*
Metro Planning	848	848	848	848	848	848	848	848	848	848	848	848
State Plan. & Research	2,392	2,392	2,392	2,392	2,392	2,392	2,392	2,392	2,392	2,392	2,392	2,392
Subtotal	**115,267**	**115,110**	**111,730**	**104,384**	**103,736**	**97,907**	**101,211**	**90,101**	**95,945**	**88,603**	**95,929**	**224,270**
Demonstration	32,357	32,357	3,010	3,010	0	0	0	0	0	0	1,590	1,590
Discretionary Funding*	20,808	20,808	0	0	19,843	19,843	0	0	0	0	0	0
Emergency Relief 96-1	914	914	0	0	0	0	0	0	0	0	0	0
Emergency Relief 96-2	8,881	8,881										
Emergency Relief 97-1	9,539	9,539										
Emergency Relief 97-2	6,417	6,417										
Emergency Relief 97-3	2,857	2,857										
Scenic Byways*	0	0	0	0	0	0	0	0	0	0	0	0
Technology & Research*	0	0	0	0	0	0	0	0	0	0	0	0
Forest Highway	10,026	10,500	10,026	11,000	10,026	11,700	10,026	11,750	10,026	9,000	10,026	18,700
State Funded	23,550	23,593	16,000	15,748	16,000	15,963	16,000	15,973	16,000	0	16,000	0
Restricted Fund Projects	26,909	27,230	23,585	23,952	23,891	24,170	24,030	24,740	24,030	0	24,030	0
Subtotal	**142,258**	**143,096**	**52,621**	**53,710**	**69,760**	**71,676**	**50,056**	**52,463**	**50,056**	**9,000**	**51,646**	**20,290**
Public Lands Highways*	4,000	4,000	0	0	0	0	0	0	0	0	0	0
Indian Reservation Roads	1,580	1,580	0	0	0	0	0	0	0	0	0	0
Parkways & Park Highways	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	**5,580**	**5,580**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Appropriated Funds	**238,297**	**238,978**	**164,351**	**158,094**	**153,653**	**149,740**	**151,267**	**142,564**	**146,001**	**97,603**	**147,575**	**244,560**
Total Discretionary Funds*	**24,808**	**24,808**	**0**	**0**	**19,843**	**19,843**	**0**	**0**	**0**	**0**	**0**	**0**

* contingent upon successful application for funds

HIGHWAY PROGRAMMING:X:\HP\mp98current

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AVAILABLE FUNDING vs. PROGRAMMED PROJECTS
HIGHWAY DEVELOPMENT PROGRAM
Board Approved September 18&19, 1997
($000's)

Funding Category	FY 1998		FY 1999		FY 2000		FY 2001		FY 2001		Prel. Dev.	
Federal-aid & Match	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Aeronautics Program												
Primary Service Airports	11,378	11,378	8,464	8,464	8,805	8,805						
General Aviation Airports	3,966	3,966	3,966	3,966	3,966	3,966						
System Planning	250	250	390	390	250	250						
State Grants (not included above)	123	123	72	72	69	69						
Total	15,717	15,717	12,892	12,892	13,090	13,090						
*Total annual state grants including federal aid match is $500,000												
Public Transit Program												
49 USC 5310	430	430	461	461	461	461						
49 USC 5311	1,320	1,320	1,413	1,413	1,413	1,413						
49USC 5313	57	57	61	61	61	61						
Total	1,807	1,807	1,935	1,935	1,935	1,935						
GRAND TOTAL	**255,821**	**256,502**	**179,178**	**172,921**	**168,678**	**164,765**	**151,267**	**142,564**	**146,001**	**97,603**	**147,575**	**244,560**

HIGHWAY PROGRAM FUNDING PLAN

	FY-97	FY-1998					FY-1999				
		FEDERAI-AID				Avail. With Match	FEDERAI-AID				Avail. With Match
FORMULA FEDERAL FUNDING	Carry Over	Apportionment	Adjustment	Apport w/CO	Total Available		Apportionment	Adjustment	Apport w/CO	Total Available	
Interstate Maintenance	0.0	24.9		24.9	24.9	27.0	24.9		24.9	24.9	25.6
National Highway	0.0	25.3		25.4	25.4	27.4	25.3		25.3	25.3	26.0
Surface Transportation [1] [4] [6]	18.2	16.1	10.0	44.4	16.6	17.9	16.1	10.6	54.5	18.9	19.4
Interstate Reimbursement	0.0	12.8		12.8	12.8	13.8	12.8		12.8	12.8	13.1
Restoration Funds	3.1	0.0		3.1	0.0	0.0	0.0		3.1	0.0	0.0
Flexible Account [9]	7.8	0.0		7.8	0.0	0.0	0.0		7.8	0.0	0.0
Local Rural [1] [6] [8]	0.0	6.6	(4.7)	1.8	1.8	2.0	6.6	(6.4)	0.1	0.1	0.1
Local Urban [6] [8]	0.0	6.6	(2.9)	3.7	3.7	3.9	6.6	(1.8)	4.8	4.8	4.9
Safety Optional	1.5	1.9		3.4	0.5	0.5	1.9		4.8	0.5	0.5
Safety Hazard Elimination	0.0	1.1		1.1	1.1	1.2	1.1		1.1	1.1	1.2
Safety Rail Crossing	0.0	1.4		1.4	1.4	1.5	1.4		1.4	1.4	1.5
Enhancement [3] [7]	8.3	4.4		12.7	4.4	5.6	4.4		12.7	4.4	5.6
Surface Transportation ***Total***	38.9	50.9	2.4	92.2	42.4	46.5	50.9	2.4	153.4	44.1	46.2
Congst. Mitigation/Air Quality [2] [4] [7]	8.3	4.8	(2.4)	10.7	2.4	3.0	4.8	(2.4)	10.7	2.4	3.0
Bridge State	3.2	4.2		7.5	5.3	6.6	4.2		6.5	5.3	6.3
Bridge Local	(3.2)	1.3		(1.9)	0.3	0.4	1.3		(0.9)	0.3	0.3
Bridge Off	0.0	1.0		1.0	1.0	1.3	1.0		1.0	1.0	1.2
Metro Planning [10]	0.0	0.8		0.8	0.8	0.8	0.8		0.8	0.8	0.8
State Planning & Research	0.0	2.0		2.0	2.0	2.4	2.0		2.0	2.0	2.4
Formula Funding ***Total***	47.3	115.2	0.0	162.6	104.4	115.3	115.2	0.0	223.6	106.0	111.7
Formula Obligational Authority		***106.0***		***106.0***	***106.0***		***106.0***		***106.0***	***106.0***	
CONTROLLED FEDERAL FUNDING		92%					92%				
Interstate 4R Discretionary [5]	0.0	19.2	0.0	19.2	19.2	20.8	0.0	0.0	0.0	0.0	0.0
Bridge Discretionary [11]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Scenic Byways	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Technology and Research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Controlled Funding ***Total***	0.0	19.2	0.0	19.2	19.2	20.8	0.0	0.0	0.0	0.0	0.0
Formula and Controlled Funding ***Total***	47.3	134.4	0.0	181.8	123.6	136.1	115.2	0.0	223.6	106.0	111.7
Obligation Authority		***123.6***		***123.6***	***123.6***		***106.0***		***106.0***	***106.0***	
Withheld Obligation				58.2	0.0				117.6	0.0	
NON-CONTROLLED FED. FUNDING											
Emergency Relief 96 - 1	0.0	0.9	0.0	0.9	0.9	0.9	0.0	0.0	0.0	0.0	0.0
Emergency Relief 96 - 2	0.0	8.3	0.0	8.3	8.3	8.9	0.0	0.0	0.0	0.0	0.0
Emergency Relief 97 - 1	0.0	8.9	0.0	8.9	8.9	9.5	0.0	0.0	0.0	0.0	0.0
Emergency Relief 97 - 2	0.0	6.0	0.0	6.0	6.0	6.4	0.0	0.0	0.0	0.0	0.0
Emergency Relief 97 - 3	0.0	2.7	0.0	2.7	2.7	2.9	0.0	0.0	0.0	0.0	0.0
Forest Highways	0.0	10.0	0.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	10.0
Public Lands Discretionary	0.0	4.0	0.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0
Demonstration	24.1	0.0	0.0	24.1	25.9	32.4	0.0	0.0	(1.8)	3.0	3.0
Non-Controlled Federal Funding ***Total***	24.1	40.6	0.0	64.7	66.5	75.0	10.0	0.0	8.2	13.0	13.0
Federal Funding ***Total***	71.4	175.1	0.0	246.5	190.1	211.1	125.3	0.0	231.9	119.0	124.8
STATE FUNDING											
State Funded Projects						23.6					16.0
Restricted Fund Projects						26.9					23.6
Total Funding	71.4	175.1	0.0	246.5	190.1	261.5	125.3	0.0	231.9	119.0	164.4

ASSUMPTIONS:

Assumed Program structure is based on current ISTEA Program structure - may not reflect highway act that replaces ISTEA.
Apportionments for all years are estimated at 115.24M, the same level as FY97 (excluding 1.085M of Restoration funds).
Obligation Authority for all years is estimated at 106.0M, which is the average obligational authority (excluding redistribution) for years 92-97 under ISTEA
Includes reduction in 'Available With Match' funding levels for inflation as follows: FY 1999-5%, FY 2000-10%, FY 2001-15% and 20% in FY2002 & Preliminary Development.
Interstate Reimbursement is estimated to be $12,500 in FY-98 through Preliminary Development and the Apportionment Adjustment is estimated to be $0.

NOTES

[1] Estimating STP Local - Rural Exchange & repayment of loans from locals.
[2] Matching ratio is 80.00% per Transportation Board required match adopted Oct, 1992
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[4] Transfer 50% of the CMAQ apportionment to STP-State.
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[6] Unused Local funds will be used by the State.
[7] Above cost inflation factors are not applied to CMAQ or STP-Enhancement 'Available With Match'; match amounts reflect actual match calculation FY-1998.
[8] Funding for the Local Technical Assistance Program is deducted from the local allocations STP-Rural $.1 & Urban $.01.
[9] The Flexible Account funds can be used in any category and on any highway system ; however, the most restrictive funds will be used first.
[10] Metro Planning funds are calulated with a match ratio of 92.66%.
[11] No Bridge Discretionary Application in current funding plan

HIGHWAY PROGRAMMING:X:\HP\mp98current

HIGHWAY PROGRAM FUNDING PLAN

	FY-2000					FY-2001				
	FEDERAI-AID				Avail. With Match	FEDERAI-AID				Avail. With Match
FORMULA FEDERAL FUNDING	Apportionment	Adjustment	Apport w/CO	Total Available		Apportionment	Adjustment	Apport w/CO	Total Available	
Interstate Maintenance	24.9		24.9	24.9	24.2	24.9		24.9	24.9	22.9
National Highway	25.3		25.3	25.3	24.6	25.3		25.3	25.3	23.2
Surface Transportation [1] [4] [6] [11]	16.1	4.0	55.8	10.8	10.5	16.1	2.4	63.5	10.6	9.7
Interstate Reimbursement	12.8		12.8	12.8	11.7	12.8		12.8	12.8	11.7
Restoration Funds	0.0		3.1	0.0	0.0	0.0		3.1	0.0	0.0
Flexible Account [9]	0.0		7.8	0.0	0.0	0.0		7.8	0.0	0.0
Local Rural [1] [6] [8]	6.6	(4.6)	1.9	1.9	1.9	6.6	(6.4)	0.1	0.1	0.1
Local Urban [6] [8]	6.6	3.0	9.5	9.5	8.8	6.6	6.4	13.0	13.0	11.9
Safety Optional	1.9		6.2	0.5	0.5	1.9		7.5	0.6	0.5
Safety Hazard Elimination	1.1		1.1	1.1	1.0	1.1		1.1	1.1	1.0
Safety Rail Crossing	1.4		1.4	1.4	1.4	1.4		1.4	1.4	1.3
Enhancement [7]	4.4		12.7	4.4	5.6	4.4		12.7	4.4	5.6
Surface Transportation *Total*	50.9	2.4	112.4	42.6	41.3	50.9	2.4	123.2	44.1	41.9
Congst. Mitigation/Air Quality [2] [4] [7]	4.8	(2.4)	10.7	2.4	3.0	4.8	(2.4)	10.7	2.4	3.0
Bridge State	4.2		5.4	5.4	6.1	4.2		4.2	4.3	4.5
Bridge Local	1.3		0.1	0.1	0.1	1.3		1.3	1.3	1.4
Bridge Off	1.0		1.0	1.0	1.1	1.0		1.0	1.0	1.1
Metro Planning [10]	0.8		0.8	0.8	0.8	0.8		0.8	0.8	0.8
State Planning & Research	2.0		2.0	2.0	2.4	2.0		2.0	2.0	2.4
Formula Funding *Total*	115.2	0.0	182.7	104.5	103.7	115.2	0.0	193.4	106.0	101.2
Formula Obligational Authority	***106.0***		***106.0***	***106.0***		***106.0***		***106.0***	***106.0***	
CONTROLLED FEDERAL FUNDING	92%					92%				
Interstate 4R Discretionary [5]	18.3	0.0	18.3	18.3	19.8	0.0	0.0	(0.0)	0.0	0.0
Bridge Discretionary [11]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Scenic Byways	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Technology and Research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Controlled Funding *Total*	18.3	0.0	18.3	18.3	19.8	0.0	0.0	(0.0)	0.0	0.0
Formula and Controlled Funding *Total*	133.5	0.0	201.0	122.8	123.6	115.2	0.0	193.4	106.0	101.2
Obligation Authority	***122.8***		***122.8***	***122.8***		***106.0***		***106.0***	***106.0***	
Withheld Obligation			78.2	0.0				87.4	0.0	
NON-CONTROLLED FED. FUNDING										
Emergency Relief 96 - 1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Emergency Relief 96 - 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Emergency Relief 97 - 1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Emergency Relief 97 - 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Emergency Relief 97 - 3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Forest Highways	10.0	0.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	10.0
Public Lands Discretionary	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Demonstration	0.0	0.0	(4.8)	0.0	0.0	0.0	0.0	(4.8)	0.0	0.0
Non-Controlled Federal Funding *Total*	10.0	0.0	5.2	10.0	10.0	10.0	0.0	5.2	10.0	10.0
Federal Funding *Total*	143.6	0.0	206.2	132.8	133.6	125.3	0.0	198.7	116.0	111.2
STATE FUNDING										
State Funded Projects					16.0					16.0
Restricted Fund Projects					23.9					24.0
0.0	143.6	0.0	206.2	132.8	173.5	125.3	0.0	198.7	116.0	151.3

ASSUMPTIONS:

Assumed Program structure is based on current ISTEA Program structure - may not reflect highway act that replaces ISTEA.
Apportionments for all years are estimated at 115.24M, the same level as FY97 (excluding 1.085M of Restoration funds).
Obligation Authority for all years is estimated at 106.0M, which is the average obligational authority (excluding redistribution) for years 92-97 under ISTEA
Includes reduction in 'Available With Match' funding levels for inflation as follows: FY 1999-5%, FY 2000-10%, FY 2001-15% and 20% in FY2002 & Preliminary Development.
Interstate Reimbursement is estimated to be $12,500 in FY-98 through Preliminary Development and the Apportionment Adjustment is estimated to be $0.

NOTES

[1] Estimating STP Local - Rural Exchange & repayment of loans from locals.
[2] Matching ratio is 80.00% per Transportation Board required match adopted Oct, 1992
[3] Match requirements in the Enhancement program reflect actual match needed and 80% for unprogrammed years..
[4] Transfer 50% of the CMAQ apportionment to STP-State.
[5] Department plans to apply for Interstate 4R Discretionary funds for Key# 2520(I-184 WYE IC, Boise, Stage 1 & 2) $20.8 million in FY-1998 & $19.8 million in FY-2000.
[6] Unused Local funds will be used by the State.
[7] Above cost inflation factors are not applied to CMAQ or STP-Enhancement 'Available With Match'; match amounts reflect actual match calculation FY-1998.
[8] Funding for the Local Technical Assistance Program is deducted from the local allocations STP-Rural $.1 & Urban $.01.
[9] The Flexible Account funds can be used in any category and on any highway system ; however, the most restrictive funds will be used first.
[10] Metro Planning funds are calulated with a match ratio of 92.66%.
[11] No Bridge Discretionary Application in current funding plan

HIGHWAY PROGRAMMING:X:\HP\mp98current

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HIGHWAY PROGRAM FUNDING PLAN

	FY-2002					PRELIMINARY DEVELOPMENT				
	FEDERAI-AID				Avail. With Match	FEDERAI-AID				Avail. With Match
FORMULA FEDERAL FUNDING	Apportionment	Adjustment	Apport w/CO	Total Available		Apportionment	Adjustment	Apport w/CO	Total Available	
Interstate Maintenance	24.9		24.9	24.9	21.5	24.9		24.9	24.9	21.5
National Highway	25.3		25.3	25.3	21.9	25.3		25.3	25.3	21.9
Surface Transportation [1] [4] [6] [11]	16.1	7.0	76.1	15.2	13.2	16.1	2.4	79.4	11.4	9.8
Interstate Reimbursement	12.8		12.8	12.8	11.0	12.8		12.8	12.8	11.0
Restoration Funds	0.0		3.1	0.0	0.0			3.1	0.0	0.0
Flexible Account [9]	0.0		7.8	0.0	0.0	0.0		7.8	0.0	0.0
Local Rural [1] [6] [8]	6.6	(1.4)	5.2	5.2	4.5	6.6		6.6	6.6	5.7
Local Urban [6] [8]	6.6	(3.3)	3.3	3.3	2.8	6.6		6.6	5.9	5.1
Safety Optional	1.9		8.9	0.6	0.5	1.9		10.2	0.6	0.5
Safety Hazard Elimination	1.1		1.1	1.1	1.0	1.1		1.1	1.1	1.0
Safety Rail Crossing	1.4		1.4	1.4	1.2	1.4		1.4	1.4	1.2
Enhancement [7]	4.4		12.7	4.4	5.6	4.4		12.7	4.4	5.551
Surface Transportation ***Total***	50.9	2.4	132.4	44.1	39.8	50.9	2.4	141.7	44.2	39.9
Congst. Mitigation/Air Quality [2] [4] [7]	4.8	(2.4)	10.7	2.4	3.0	4.8	(2.4)	10.7	2.4	3.0
Bridge State	4.2		4.2	4.2	4.2	4.2		4.2	4.1	4.1
Bridge Local	1.3		1.3	1.3	1.3	1.3		1.3	1.3	1.3
Bridge Off	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0
Metro Planning [10]	0.8		0.8	0.8	0.8	0.8		0.8	0.8	0.8
State Planning & Research	2.0		2.0	2.0	2.4	2.0		2.0	2.0	2.4
Formula Funding ***Total***	115.2	0.0	202.7	106.0	95.9	115.2	0.0	211.9	106.0	95.9
Formula Obligational Authority	***106.0***		***106.0***	***106.0***		***106.0***		***106.0***	***106.0***	
CONTROLLED FEDERAL FUNDING	92%					92%				
Interstate 4R Discretionary [6]	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0
Bridge Discretionary [11]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Scenic Byways	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Technology and Research	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Controlled Funding ***Total***	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0
Formula and Controlled Funding ***Total***	115.2	0.0	202.7	106.0	95.9	115.2	0.0	211.9	106.0	95.9
Obligation Authority	***106.0***		***106.0***	***106.0***		***106.0***		***106.0***	***106.0***	
Withheld Obligation			96.7	0.0				105.9	0.0	
NON-CONTROLLED FED. FUNDING										
Emergency Relief 96 - 1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Emergency Relief 96 - 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Emergency Relief 97 - 1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Emergency Relief 97 - 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Emergency Relief 97 - 3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Forest Highways	10.0	0.0	10.0	10.0	10.0	10.0	0.0	10.0	10.0	10.0
Public Lands Discretionary	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Demonstration	0.0	0.0	(4.8)	0.0	0.0	0.0	0.0	(4.8)	1.3	1.6
Non-Controlled Federal Funding ***Total***	10.0	0.0	5.2	10.0	10.0	10.0	0.0	5.2	11.3	11.6
Federal Funding ***Total***	125.3	0.0	207.9	116.0	106.0	125.3	0.0	217.1	117.3	107.5
STATE FUNDING										
State Funded Projects					16.0					16.0
Restricted Fund Projects					24.0					24.0
0.0	125.3	0.0	207.9	116.0	146.0	125.3	0.0	217.1	117.3	147.6

ASSUMPTIONS:

Assumed Program structure is based on current ISTEA Program structure - may not reflect highway act that replaces ISTEA.
Apportionments for all years are estimated at 115.24M, the same level as FY97 (excluding 1.085M of Restoration funds).
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HIGHWAY PROGRAMMING:X:\HP\mp98current

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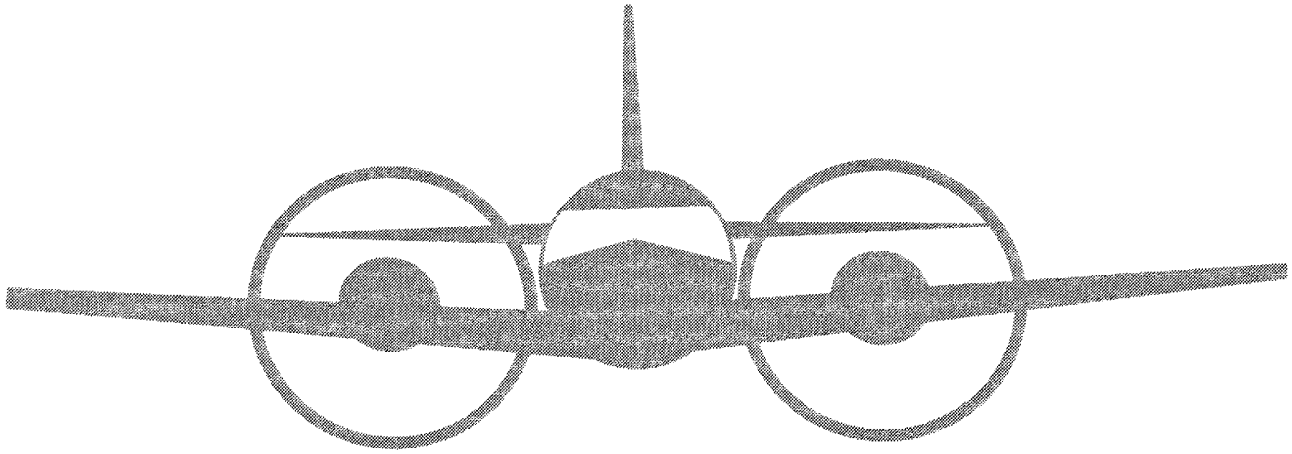
Aeronautics Program



Aeronautics Program

For more information contact:
Wayne D. Pickerill, PE/LS
Airport Planning and Development Engineer
Division of Aeronautics
Phone: (208) 334-8783
FAX: (208) 334-8789

Description of the Mode

In a largely rural state such as Idaho, air travel is often an attractive alternative for business, commercial, emergency, recreational and private travel. The Division of Aeronautics provides aid to all 71 city and county airports and maintains 30 state operated recreational and emergency airstrips.

Determination of Needs

The Division coordinates a multi-level planning process with the Federal Aviation Administration (FAA) and municipalities comprised of the State Aviation System Plans, Airport Master Plans, and the Capital Improvement Programs. System planning establishes statewide needs while master planning is a more detailed plan for a single airport.

Funding

Airport projects are funded from a combination of federal, state, and local sources. Federal funds are basically available to Idaho airports in three categories, generally by airport function:

- Primary service airports have regularly scheduled air service and enplane over 10,000 passengers annually (7 sites).
- General aviation airports provide service for small aircraft (34 sites).

FAA grants are generally for 90 percent with remaining 10 percent the responsibility of the municipality. These grants are made from the FAA direct to the municipality and do not pass through the Idaho Transportation Department as in other programs. State grants are used to assist with matching federal grants and for improvements not eligible for federal assistance.

Both federal and state programs are funded by user taxes. At the federal level, airline ticket tax, airfreight waybill tax, international passenger departure tax, and aviation fuel tax are income sources. The state airport program is funded by aircraft fuel tax and aircraft registration tax.

Project Selection

Project selection is a collaborative process involving the FAA, municipalities, and the ITD. Statewide systems planning and airport master planning coupled with public input are the basis of the Capital Improvement Program. ITD solicits project applications annually. The grant cycle takes nineteen months (19) as outlined below.

MONTH	ACTION ITEMS
DECEMBER	Letters to Sponsors (copies attached) Requesting: - Grant Applications - Capital Improvement Programs (CIP)
FEBRUARY	Deadline for Submission of Applications Develop Draft Aeronautics Statewide Transportation Improvement Program (STIP)
APRIL	Draft STIP Approved by Aeronautics Advisory Board
JUNE	Draft STIP Approved by Idaho Transportation Board (ITB)
JULY	STIP Public Involvement and Revisions
SEPTEMBER	Final STIP Approved by ITB, Submitted to FHWA and FAA
APRIL	Final Grant Program Approved by AAB and ITB Budget Approved by Legislature
MAY	Grant Offers Sent to Sponsors
JULY	Funds Available to Sponsors

Reference Materials

- *Idaho Aviation System Plan*
- Application for State Airport Improvement Aid
- Application to Idaho Airport Aid Program

January 1997

RE: APPLICATION FOR STATE AIRPORT IMPROVEMENT AID (FY 1998)

Dear Sir/Madam:

The Idaho Transportation Department, Division of Aeronautics, is soliciting applications for airport improvement aid for FY 1998 (July 1, 1997-June 30, 1998). Enclosed is a copy of the "Application to Idaho Airport Aid Program" to use in submitting your request (please make photocopies as needed).

In addition this year we are requesting that you submit a year by year listing for fiscal years 1999, 2000, 2001, and 2002 of proposed future projects with an estimate of the cost. Please submit this on a separate sheet of paper. Also, please submit this even if you are not applying for an FY 1998 project.

The application deadline will be March 15, 1997. The results of your submittal will be used to develop the Aeronautics portion of the Idaho Statewide Transportation Improvement Program (STIP) which will be approved in draft form by the Idaho Transportation Board at their June 1997 meeting. The final list of approved grants will be reviewed by the Idaho Transportation Board subsequent to legislative approval of the FY 1998 budget request in either March or April of 1997.

Idaho Transportation Rule IDAPA 39.04.04 (enclosed) calls for each airport receiving financial assistance through this program to have an approved Master Plan or Airport Layout Plan (Section 4.A) and airport height limitations zoning (Section 4.D). Observance of these requirements will be mandatory. The Aeronautics Board has determined that the first $2000 for these work items can be 100% state-funded with prior approval. Also, our staff stands ready to assist you in whatever way we can, including but not limited to, supplying you with model ordinances.

Should you have any questions or need assistance in the formulation of your project or completion of the application form please contact me at (208) 334-8783. As always, I look forward to working with you in our joint effort to improve the air transportation system in Idaho.

Sincerely,

WAYNE D. PICKERILL, P.E.\L.S.
Airport Planning and Development

WDP:mmw/ltrs
Enclosure

IDAHO DIVISION OF AERONAUTICS
APPLICATION TO IDAHO AIRPORT AID PROGRAM

Please Use Typewriter

PUBLIC ENTITY _____

APPLICANT'S REPRESENTATIVE:

_____
Name Title

_____
Address

_____
City State Zip

_____
Phone

AIRPORT NAME _____

Runway Length(s) _____

Number of Based Aircraft _____

Number of Annual Operations:

Total _____

By Emergency Aircraft _____

By Air Express Aircraft _____

Annual Gallons of Fuel Pumped _____

SHORT DESCRIPTIONS OF PROJECTS AND PROPOSED FUNDING
(Use Additional Sheets if Necessary)

No.	Project Description	Total Funds	Local Funds	AIP Funds	Idaho Funds	Force Account	Volunteer Labor and Materials
	Totals						

FUNDS ALLOCATED IN RESPONSE TO THIS APPLICATION WILL BE AVAILABLE AFTER JULY 1, 1997.

THE FOLLOWING DOCUMENTS HAVE BEEN COMPLETED FOR THE AIRPORT:

	YES	NO
Airport Master Plan	[ ]	[ ]
Airport Layout Plan	[ ]	[ ]
Height Limit Zoning	[ ]	[ ]

INDICATE LOCAL MILL LEVY AND AMOUNT OF FINANCING USED TO SUPPORT ABOVE NAMED AIRPORT.
(Mill Levy Supported by City or County Authorized 21-403 Through 21-406)

	YES	NO	
County Mill	[ ]	[ ]	% of Two Mills: _____ Amt. Derived _____
City Mill	[ ]	[ ]	% of Three Mills: _____ Amt. Derived _____
Other Sources	[ ]	[ ]	Specify: _____

PROJECT TO BE SUPERVISED BY:

_____
Name Title

_____
Address

_____
City State Zip

_____
Phone

EXPECTED DATE FOR:

Beginning of Project _____

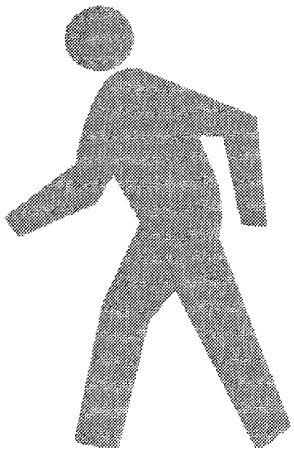
Completion of Project _____

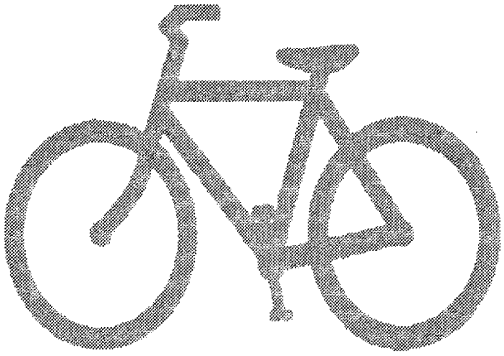
_____
Signature of Applicant's Representative

_____
Date

WDP:pss/95aidapp

Bicycle & Pedestrian Program





Bicycle / Pedestrian Program

For more information contact:
Mark McNeese
Senior Transportation Planner
Division of Transportation Planning
Phone: (208) 334-8272
FAX: (208) 334-4432

Description of the Mode

The Idaho Transportation Department recognizes the value of bicycling and walking and offers opportunities for funding support. The majority of bicycle/pedestrian projects on the State Highway System are implemented in conjunction with designated highway improvement projects. Bicyclists and pedestrians are legitimate users of the state's transportation system and all federal, state, and local providers of transportation facilities should consider and accommodate their needs.

Determination of Needs

The *Idaho Bicycling Guide* was printed in February 1997 and is now available through the Division of Transportation Planning. A statewide *Idaho Bicycle and Pedestrian Transportation Plan* was completed in January of 1995. The plan establishes two strategic goals: (1) to double the percentage of total trips made by walking and bicycling in Idaho, and (2) to simultaneously reduce by ten percent the number of bicyclists and pedestrians killed or injured in traffic accidents. Using this planning document as a guide, the needs of cyclists and pedestrians will be assessed statewide at local levels. Cities, counties, and metropolitan planning organizations must determine where needs exist for improved facilities, notify appropriate local and state officials, and coordinate with ITD's bicycle/pedestrian planning program. The *Idaho Bicycling Guide* was printed in February 1997 and is now available through the Division of Transportation Planning.

Funding

Funding for bicycle and pedestrian projects is available through ITD from the National Highway System (NHS) and Surface Transportation Program (STP) funding categories. These revenues can

be used for both construction and non-construction activities. Two special categories of funding address bicycle and pedestrian facilities: (1) Transportation Enhancement Activities, and (2) Congestion Mitigation and Air Quality (CMAQ). However, everyone interested in improving our transportation system to better accommodate bicyclists and pedestrians should consider every highway project as a potential bicycle and pedestrian project as well. All of the various funding programs described in the update packet for the *Highway Development Program* are eligible sources of federal-aid funding for bicycle and pedestrian projects. In addition, funding programs described in the sections titled Public Transportation and Highway Safety Program are also eligible for specific types of bicycle and pedestrian projects.

Project Selection

Project selection is a collaborative process between state and local transportation officials and citizen representatives of system users. The key to selection is for communities to determine a long-term sense of direction which then becomes part of a comprehensive transportation system plan. Annually, the ITD solicits project proposals to be included in its *Statewide Transportation Improvement Program* (STIP) which is approved by the Transportation Board. Project selection is quite competitive and only projects with demonstrated community support, adequate local planning, and documentation of public input have the potential of being funded.

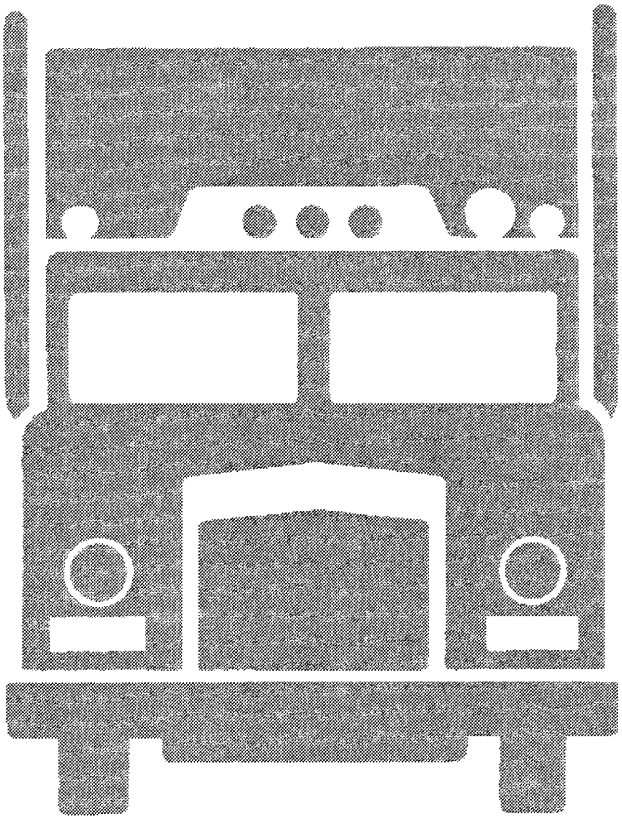
Application Process

The schedule is concurrent with the schedule in the *Highway Development Program* section , which is determined annually in late November.

Reference Materials

- *Idaho Bicycle and Pedestrian Transportation Plan*
- Current update packet for the *Highway Development Program*

Highway Development Program



Highway Development Program

For more information contact:
David R. Amick
Highway Programming Manager
Division of Highways
Phone: (208) 334-8264
FAX: (208) 334-3858

Description of the Mode

From farm-to-market roads to Interstate highways, Idaho's highways, roads, and streets are vital to the state's economy. The state's agriculture, forestry, commerce, tourism, and recreation industries are dependent on good highways. A review of highways in Idaho finds:

- The state is responsible for 4,952 miles (14 percent) of all state and local jurisdiction highways. The state system serves the principle traffic flows, particularly intercity travel. Consequently, the state system accounts for 61 percent of all vehicle miles of travel (VMT) on state and local jurisdiction highways.

- Local jurisdictions are responsible for 29,116 miles (86 percent) of all highways under state and local jurisdiction. In aggregate, travel on local jurisdiction highways represents 39 percent of the total on the state and local systems.

Determination of Needs

The determination of needs is a collaborative process in each district among the ITD, federal and local agencies, and the public. Roadway data, public input, agency input, and community / state planning documents are all considered as projects are selected and prioritized. The requested projects are reviewed annually by all participants during the *Statewide Transportation Improvement Program* (STIP) update process.

Funding

There are a variety of funding sources available for highway development, which include:

- Interstate Maintenance (IM)
- National Highway System (NHS)
- Surface Transportation Program (STP) - State Highway
- STP - Local Urban
- STP - Local Rural
- STP - Safety (Hazard, Rail)
- STP - Enhancement
- Congestion Mitigation / Air Quality (CMAQ)
- Bridge (State, Local, and Off-System)
- Metropolitan Planning
- State Planning and Research
- Demonstration Projects
- Discretionary Funding
- Scenic Byways
- Technology and Research
- Forest Highways
- State Funded
- State Funded - Restricted
- Public Lands Highways
- Indian Reservation Roads
- Parkways and Park Highways

The total cost of a scheduled project includes preliminary engineering, right-of-way purchases, and construction. However, most of the preliminary engineering work and right-of-way purchase on future projects must realistically be pursued well in advance of the planned fiscal year of construction. Project costs identified in the STIP include construction costs only unless specifically noted otherwise. The annual amounts to be used on each project for preliminary engineering and right-of-way acquisition are scheduled annually and the aggregate amount is then identified separately for each funding program and fiscal year. The initiation of preliminary engineering and right-of-way acquisition projects, which (1) have environmental requirements beyond a categorical exclusion, (2) impact air quality conformity, or (3) are of regional significance, are not aggregated. *Metropolitan Transportation Improvement Programs* show preliminary engineering and right-of-way acquisition projects in the same manner.

Project Selection

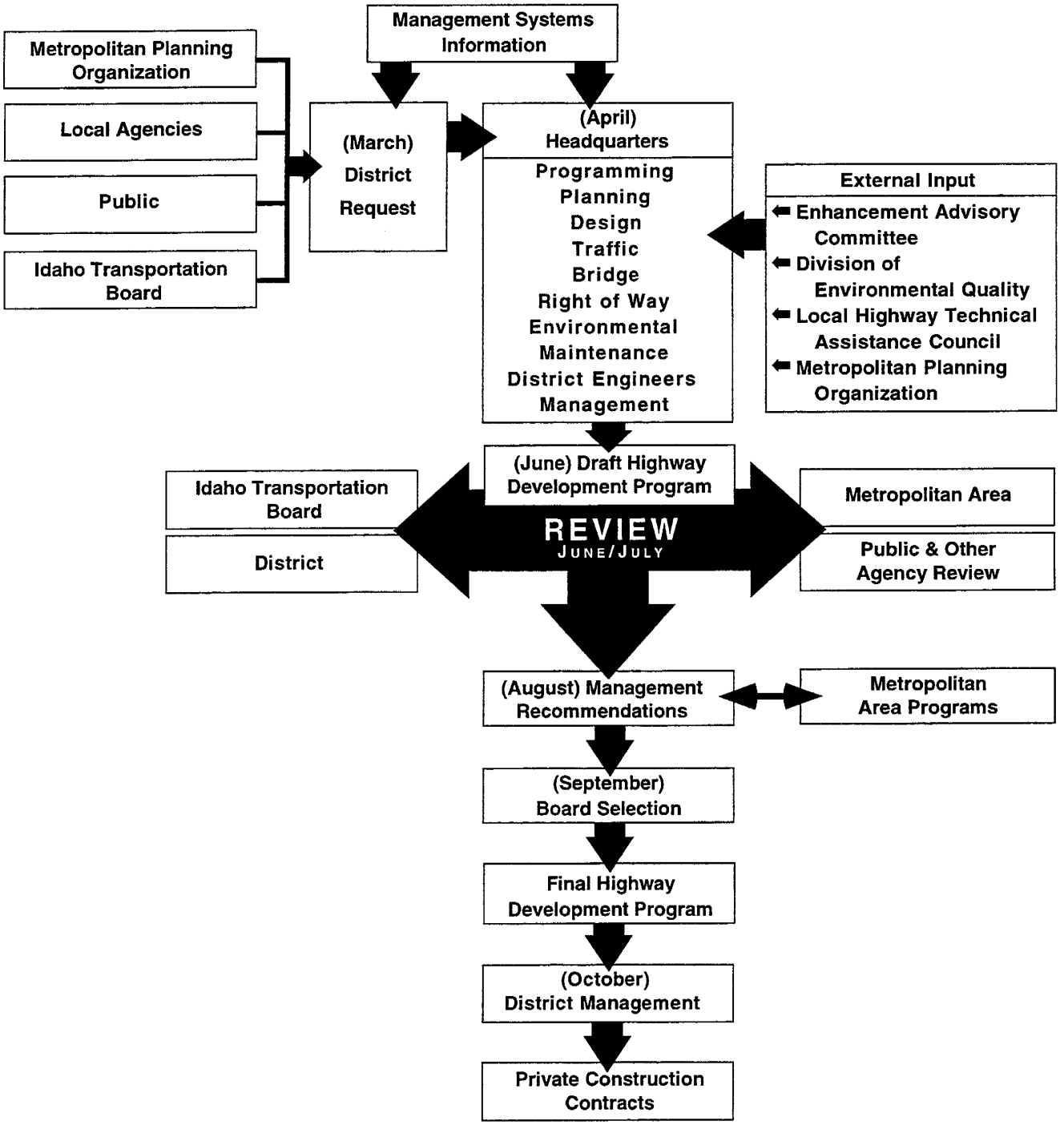
Project selection is a collaborative process between state and local transportation officials and citizen representatives of system users. The key to selection is for communities to determine a long-term sense of direction which then becomes part of a comprehensive transportation system plan.

The Transportation Board reviews and approves the Highway Development Program each September. The *Statewide Transportation Improvement Program* includes only the first three years of the *Highway Development Program*. The remaining fiscal years are included for information only. The chart on the following page depicts the *Highway Development Program* process.

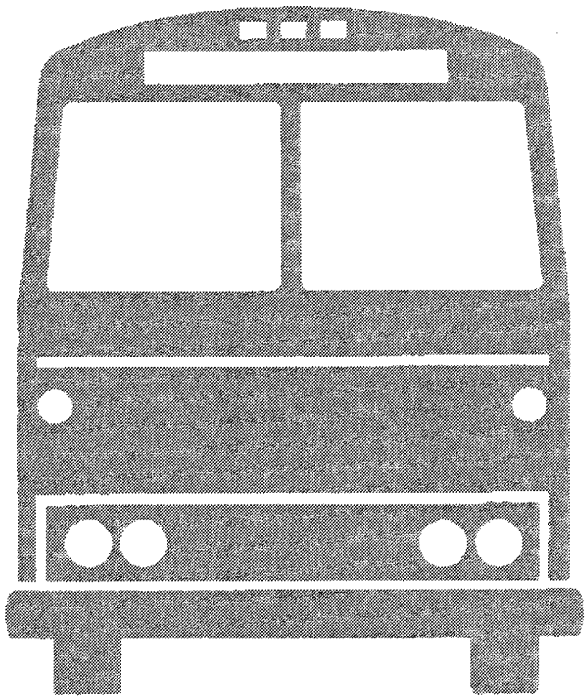
Reference Materials

- *Highway Development Program*
- *Idaho Transportation Improvement Program* (ITIP)
- Congestion Mitigation/Air Quality (CMAQ) project application packet

Contract Construction Annual Project Selection



Public Transportation Program



Public Transportation Program

For more information contact:
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Description of the Mode

Public transportation services are divided into two categories — urban and rural. Combined statewide ridership for 1997 is projected at 3.6 million, a 61% increase since 1992. At the present time, some form of public transportation service is available to 75% of the state's population.

Three systems serve urban locations (population greater than 50,000):

- Boise Urban Stages (BUS);
- CART, Inc. (Community and Rural Transportation, Inc. also serves rural areas); and
- Pocatello Regional Transit (PRT also serves rural areas).

Eight systems serve city/rural locations (populations less than 50,000):

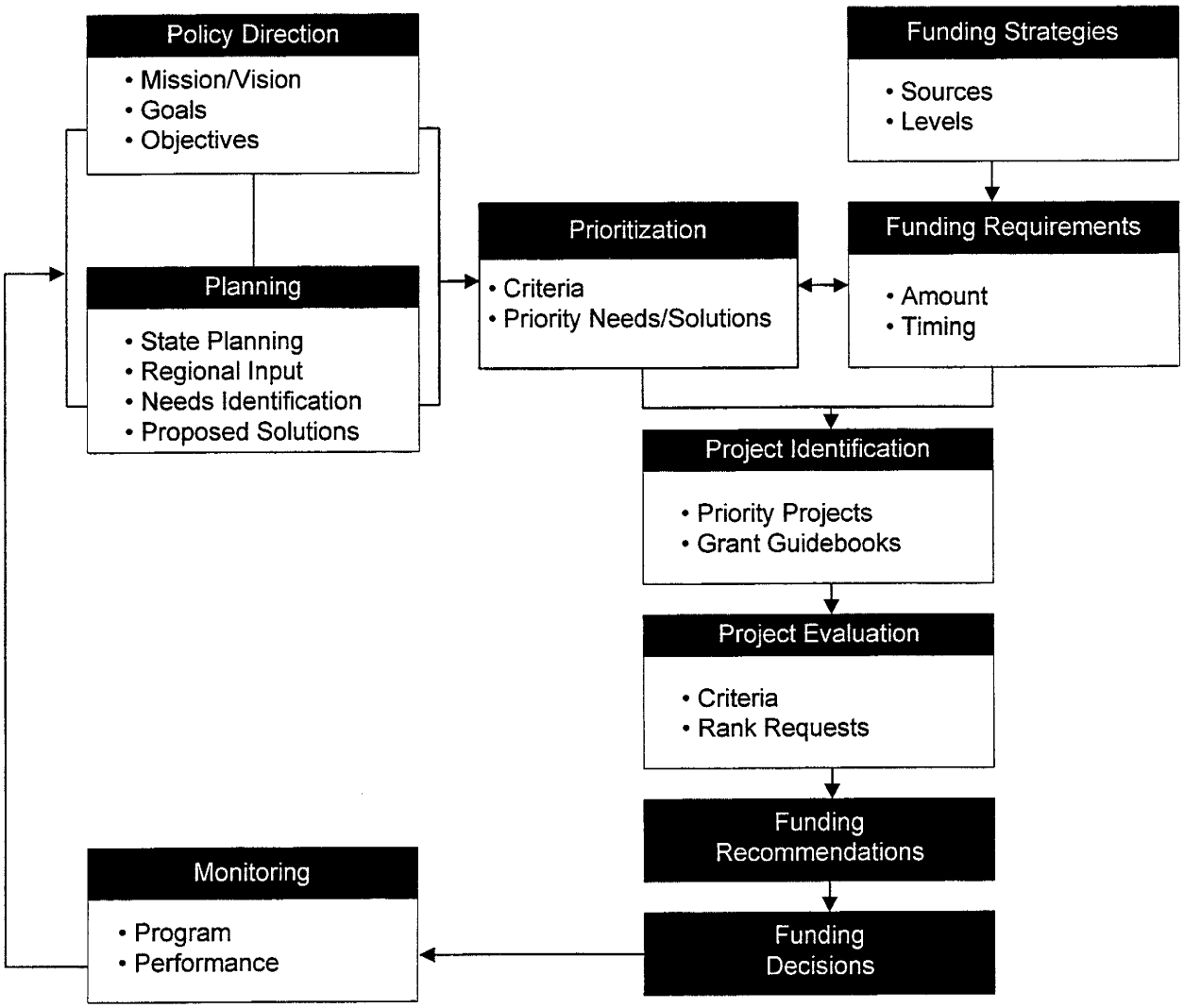
- North Idaho Community Express (NICE);
- Trans IV Buses;
- Moscow/Latah Public Transit (M/LPT);
- Ketchum/Sun Valley Transit Authority (KART);
- Treasure Valley Transit (TVT);
- Regional Public Transportation (RPT) d.b.a. Valley Transit;
- CART, Inc. (Community and Rural Transportation, Inc.); and
- Pocatello Regional Transit (PRT).

"Public transportation services" can be:

- Fixed transit routes, which are scheduled or unscheduled transit service provided by motor vehicle, bus, rail, van, aerial tramway and other modes of public conveyance;
- Paratransit services for elderly and disabled; shuttle and commuter service between cities, counties, health care facilities, employment centers, educational institutions or park-and-ride locations;
- Subscription van and car-pooling service; and
- Transportation services unique to social service programs.

Public Transportation Planning and Programming Process

In order to meet its current and future planning objectives, the Idaho Transportation Department (ITD) Division of Public Transportation (ITD/PT) has developed a comprehensive public transportation planning and programming process. This process is compatible with ITD practices and is illustrated below.



Determination of Needs

In May of 1997 the *Idaho Statewide Public Transportation Needs and Benefits Study* was completed.

The study undertook a comprehensive assessment process as described below:

- Identify existing public transportation services;
- Develop and apply a framework to assess how well these services meet the public's needs;
- Propose service strategies that could fill in the gaps and quantify costs and benefits of those strategies; and
- Develop recommendations of what steps the state could take next to provide enhanced, expanded, or new public transportation services.

The planning horizon for the study is 20 years (1996-2015), with an emphasis on the 1997-2001 period.

In brief, the "need" was assessed by determining who does and does not have access to existing public transportation services. A model was created as a framework for measuring this access. The model contains four measures (or tiers) of transportation service—existing, minimum, enhanced, and optimal. Each tier provides an increased amount of service (increased by adding either days or hours of service) compared to the previous tier. The amount of service to be provided at each tier was defined by a "standard" or "goal," which reflects either the urban or rural nature of the county in which the service is provided.

Using a model based on a Geographic Information System (GIS), and developed by ITD Information Services, transportation services were mapped on top of population data. Existing services on a location-specific basis were then compared with these standards. The percent of population with access to each mode of service was then calculated and compared against the standards in each tier. The percent of population without access to a particular mode was considered to have an "unmet need." It was assumed that all needs were "met" if 100% of the population met a particular standard.

Existing Services In Idaho

A total of 85 organizations currently provide transportation services in Idaho. Some of the providers (e.g., Greyhound, and Northwest Trailways) provide service in multiple regions. The types of service, as listed in Exhibit ES-1, are fixed route/deviated fixed route, demand response, rideshare (carpool and vanpool), intercity, and organized volunteer.

Exhibit ES-1–Summary of Idaho Public Transportation Services and Providers

	ITD Region					
Type of Service	**1**	**2**	**3**	**4**	**5**	**6**
Fixed Route	1	0	2	2	1	2
Demand Response	6	5	25	11	7	9
Rideshare	2	2	4	0	1	1
Intercity	3	4	4	3	3	2
Volunteer	2	3	2	1	1	1
Total Services	**14**	**14**	**37**	**17**	**13**	**15**
Total Providers	**11**	**10**	**35**	**14**	**11**	**12**

Other services are provided by public transportation organizations for social-service agencies, such as the Idaho Department of Health and Welfare, and Idaho Division of Vocational Rehabilitation. Services are provided either directly or through reimbursements to clients of social-service agencies. Existing services include:

- **Fixed Route:** Boise/Garden City, Kellogg, Ketchum-Sun Valley, and Pocatello/Chubbuck

- **Deviated Fixed Route:** Idaho Falls/Ammon, Nampa, Rexburg, and Twin Falls

- **Demand Response:** Provided primarily by transit systems, senior centers, and Native American Tribes, but available to seniors and/or the disabled. In some highly rural areas, where services are minimal, senior centers also serve the general public.

- **Rideshare (carpool or vanpool):** Provided by transit systems, other nonprofit entities, and major employers. Examples are Hewlett Packard, Idaho National Engineering Environmental Laboratory, Idaho State University, Micron, and St. Luke's Regional Medical Center.

- **Intercity:** Intra- and inter-regional connections between cities provided by for-profit and non-profit organizations. Greyhound and other "over-the-road" bus companies provide connections to cities in other states.

- **Organized Volunteer:** Only form of public transportation available in some areas, playing an important role in transporting the transportation-disadvantaged (e.g., elderly, persons with disabilities, persons who are economically disadvantaged) to life sustaining services such as medical treatment.

Needs Assessment Results

The needs assessment was conducted on a region-by-region basis, with emphasis on the county level. This detail can be found in the report. Statewide needs assessment results are summarized in Exhibit ES-2. Results represent the percentage of the population that has access to services, based on the level-of-service standards developed by this study.

Exhibit ES-2–How Current Services Compare to Level-of-Service Standards

	Tier 1 Existing	Tier 2 Minimum	Tier 3 Enhanced	Tier 4 Optimal
Fixed Route	64%	47%	0%	0%
Demand Response	58%	49%	21%	2%
Rideshare	49%	49%	49%	49%
Intercity	67%	51%	32%	0%
Volunteer	25%	25%	17%	12%
Coordination	48%	48%	48%	46%

The table is interpreted as follows:

- **Fixed Route/Deviated Fixed Route:** Sixty-four percent of the population in the state's three urbanized areas and six large urban cities have access to existing fixed-route services, which represents an existing level of access (Tier 1). The established standards indicate that the large urban cities of Caldwell, Coeur d'Alene, Lewiston, and Moscow should also have fixed-route service but do not. The level of access to fixed-route service drops to 47% at the minimum standard (Tier 2). None of the existing fixed-route services meets the availability requirements (days of week, hours of day) of the enhanced (Tier 3) or optimal (Tier 4) standards.

- **Demand Response:** Fifty-eight percent of the population have access to existing demand-response services. This compares to 49% at the minimum standard, 21% at enhanced standard, and 2% at optimal standard. These results indicate that, as the availability requirements increase, the percent of population having access to service that meets the requirements decreases.

- **Rideshare (carpool or vanpool):** Forty-nine percent of the population have access in cities targeted for this service at all four tiers. However, according to established standards, there should also be rideshare services available from large or small urban cities to regional hub(s) in Regions 1, 4, 5, and 6, but there are not.

- **Intercity:** Sixty-seven percent of the population have access at Tier 1 in cities targeted for intercity service, 51% at Tiers 2 and 3 (minimum and optimal), and 0% at optimal.

- **Organized Volunteer:** Twenty-five percent of the population have access to organized volunteer service at existing and minimum tiers 17% and 12% have access at enhanced and optimal standards, respectively.

- **Service Coordination:** Forty-eight percent of the population have coordinated service at the existing, minimum, and enhanced levels, and 46%, at the optimal level. These results reflect the high level of cooperation among public transportation providers, and between public transportation providers and social-service agencies.

Service Strategies

Based on the results of the needs assessment, a series of strategies to enhance or expand existing services or implement new services was developed to meet the "unmet" need. Strategies were developed for each mode: fixed route/deviated fixed route, demand response, rideshare (carpool and vanpool), intercity, organized volunteer) and for coordination. Proposed services include:

- **Fixed Route:** New fixed-route systems are needed in Caldwell, Coeur d'Alene, Lewiston, and Moscow. Existing fixed route systems in Boise, Idaho Falls, Ketchum/Sun Valley, Nampa, and Pocatello need to be enhanced and expanded according to the access and level of service (LOS) requirements for each access tier. Existing fixed-route systems in Kellogg and Rexburg need to be maintained.

- **Demand Response:** Demand-response services need to be enhanced according to the access and LOS requirements for each access tier. Depending on the type of county, demand response services also need to be expanded to the unserved population. Approximately 43% of the total statewide population have no access to demand-response services.

- **Rideshare (carpool or vanpool):** New vanpool services need to be implemented from a number of the small urban cities in each region to regional hubs. Existing vanpool services provided by public transportation systems and major employers need to be maintained and, where necessary, enhanced to meet access and LOS requirements for each access tier. Regional carpool programs need to be implemented in all regions except Region 3. The regional carpool program in Region 3 needs to be maintained. A regional rideshare/volunteer service coordinator is needed for each region.

- **Intercity:** New intercity services need to be implemented from a number of the small urban cities in each region to regional hubs. Existing intercity services provided by public transportation providers need to be maintained and, where necessary, enhanced to meet access and LOS requirements for each access tier.

- **Organized Volunteer:** Organized volunteer services need to be enhanced and expanded according to the access and LOS requirements for each access tier. Approximately 75% of the total statewide population have no access to organized volunteer services. A regional rideshare/volunteer service coordinator is needed for each region.

Service Coordination: The ITD/PT, the Interagency Working Group, the Public Transportation Advisory Council (PTAC) and Regional Public Transportation Advisory Committee (RPTAC) will work with public transportation providers and human-service agencies in each region to improve the coordination of public and human-service transportation.

Costs and Benefits

Costs for and benefits of the proposed service strategies were estimated for each of the four levels of service (tiers): existing, minimum, enhanced, and optimal. Costs were prepared for the 20-year study period (1996 - 2015), with emphasis on the 5-year period 1997 - 2001. The costs include factors for inflation (four percent per year) and projected population growth. These factors have an impact on the total capital and operating costs. Population projections are provided by region for the years 1997 - 2001 and are shown in Exhibit ES-3.

Exhibit ES-3–Idaho 1997-2001 Population Projections

Region	1997	1998	1999	2000	2001	5-Year Change
1	159,190	163,280	165,325	167,370	170,034	6.8%
2	97,600	98,280	98,620	98,960	99,400	1.8%
3	461,160	474,980	478,890	484,800	492,536	6.8%
4	152,280	153,515	154,133	154,750	155,520	2.1%
5	148,740	149,460	149,820	150,180	150,634	1.3%
6	158,440	161,320	162,760	164,200	166,084	4.8%
Statewide	1,177,410	1,200,835	1,209,548	1,220,260	1,234,208	4.8%

Regions 1 and 3 are projected to experience the strongest population growth. Region 6 is also projected to experience reasonably strong population growth, 4.8% over the 5-year period. The populations in Regions 2, 4, and 5 are not expected to increase significantly from 1997 - 2001.

The study also evaluated both the qualitative and quantitative benefits of public transportation. Some benefits are more readily apparent: job creation, reduced reliance on natural resources, reduced air pollution. Others are more intangible: enhanced quality of life, increased independence, reduced pressure on caregivers, and improved mobility. While a numeric or dollar value may be attached to the first type (quantitative benefit), nonquantifiable (qualitative) benefits are equally important, not only to society as a whole but also to individuals who use the services. An examination of benefits helps decision makers and community participants alike understand the true value of public transportation resources.

To quantify the benefits associated with the different "investments" in operating costs, a model containing 12 benefit/cost factors was developed. These factors are vehicle ownership and operation, operation subsidy, user time, accidents, parking, congestion, road facilities, equity and option, new jobs, air pollution, resources, and land-use impacts. The cost of operating each mode (fixed route/deviated fixed route, demand response, rideshare (carpool and vanpool), intercity, (organized) volunteer) within each tier and each region was compared against the cost of automobiles for all the same factors, the result of which was a "benefit" or savings from using public transportation. These savings were then totaled and compared with operating costs to determine a benefit-to-cost ratio. The costs of each mode relate directly to the operating costs developed for each proposed service strategy.

Based upon this study, ITD/PT, in cooperation with PTAC and RPTAC will determine public transportation needs for future input into the *Statewide Transportation Improvement Program.*

Programs

At the present time no permanent or dedicated state funding program is in place to fund public transportation services. Chapter 53, Title 49 of the United States Code (previously the Federal Transit Act of 1992) and the Intermodal Surface and Transportation Efficiency Act (ISTEA) of 1991 are the laws under which all federal transportation programs are funded. The following programs are funded by FTA and administered by ITD/PT:

Planning Program — 49 U.S.C. 5303: Allocates funding by population to each of the metropolitan planning organizations (MPOs) in the state to complete transit planning in the urban areas. Idaho has three MPOs:

1. Ada Planning Association in Boise;
2. Bonneville Metropolitan Planning Organization in Idaho Falls; and
3. Bannock Planning Organization in Pocatello.

Urbanized-Area Formula Program — 49 U.S.C. 5307: Allocates funding for areas with a population greater than 50,000. Idaho's three urbanized areas—Boise, Idaho Falls, and Pocatello—have annual funding allocations that are federally dictated based upon population and population density.

Elderly and Persons with Disabilities Program — 49 U.S.C. 5310: Capital-assistance program for private, nonprofit organizations (or public agencies where no private, non-profits exist) that provides public transportation to the elderly and persons with disabilities.

Nonurbanized Area Formula Program — 49 U.S.C. 5311: Allocates funding for rural public transportation in areas with a population of less than 50,000. Idaho has eight transit providers that provide rural transportation.

Rural Transit Assistance Program (RTAP) — 49 U.S.C. 5311(h): Allocates funding for research, technical assistance, training, and related support services in nonurbanized areas.

Intercity Bus — 49 U.S.C. 5311(i): Allocates 15% of the Section 5311 funding to support bus service between nonurbanized areas and urbanized areas to ensure connection of national public transportation services.

State / National Planning and Research — 49 U.S.C. 5313: Allocates funding for ITD/PT to perform statewide transit planning. This consists of providing technical assistance to the MPOs, development of the statewide public transportation plan and strategic plan, and assists the PTAC and RPTAC in their planning efforts.

Consolidated Planning) — This pilot program will be implemented in FY 1998. The purpose is to combine FTA planning grant monies with Federal Highway Administration (FHWA) planning (PL) funds for distribution to the three MPOs. Once combined, these funds will be programmed for planning purposes for use by either mode and they will have FHWA oversight with FTA providing the accounting function.

Funding

The Public Transportation Program is a grant program. Available funding is estimated in FY 1997 by the House Appropriations bill. Historical funding trends are used to estimate FY 1998 and FY 1999. If the FTA does not approve a grant, the project will not be funded, thus maintaining fiscal constraint.

ISTEA is the basic law under which all federal transportation programs are funded. More specifically, Title III, the Federal Transit Act Amendments, is the authority for the funding of several public transportation programs. The following programs are funded by FTA and administered by ITD/PT:

Planning Program — 49 U.S.C. 5303: Funding is allocated to the MPOs by statutory formula based on population. A 20% match is required.

Urbanized Area Formula Program — 49 U.S.C. 5307: Funding is allocated to the three MPOs by statutory formula. A 50% match is required for operations, 20% match for capital expenditures, and 10% match for capital expenses related directly to the compliance with the Americans with Disabilities Act.

Elderly and Persons with Disabilities Program — 49 U.S.C. 5310: Funding is allocated to the "elderly and disabled" for capital and purchase of service. A 20% match is required.

Nonurbanized Area Formula Program — 49 U.S.C. 5311: Funding is allocated to meet the needs identified in small cities and rural areas with a population less than 50,000. A 50% match is required for operations and a 20% match is required for administrative and capital expenditures.

Rural Transit Assistance Program (RTAP) — 49 U.S.C. 5311(h): Funding is allocated for technical assistance and training in rural areas. No match is required.

Intercity Bus — 49 U.S.C. 5311(i): Allocates 15% of the Section 5311 funding to support bus service between nonurbanized areas and urbanized areas to ensure connection of national public transportation services. A 50% match is required for operations and 20% match for administration and capital expenditures.

State / National Planning and Research — 49 U.S.C. 5313: Funding is allocated to ITD/PT by statutory formula based on population. The state must provide a 20% match for these funds.

Congestion Mitigation and Air Quality — Funding is allocated for public transportation projects at the discretion of the Idaho Transportation Board. These funds are transferred to FTA after Idaho Transportation Board approval.

Demonstration funds — "Discretionary" funding is generally allocated for specific capital projects approved by Congress.

Project Selection

ITD/PT has developed support documents to strengthen and support project selection. Project selection is based on the results of the *Idaho Statewide Public Transportation Needs and Benefits Study,* which includes a series of strategies to enhance and/or expand existing services or implement new services to meet the "unmet need." Strategies were developed for each mode: fixed route/deviated fixed route, demand response, rideshare (carpool and vanpool), intercity, organized volunteer and coordination.

Needs for public transportation services are identified and prioritized by the six RPTACs. The PTAC, made up of a representative from each region, reviews the committees' recommendations in relation to statewide public transportation needs and goals. The PTAC then makes recommendations for the Idaho Public Transportation Plan's approval to the ITD/PT and the Idaho Transportation Board. After approval of the plan by the Idaho Transportation Board the grant process begins through which funding is distributed.

Application Process

Application for Urbanized Area Formula Program grants are prepared and submitted to FTA by the three urban areas in the state. They report to FTA directly with the state playing an oversight role. Urban monies become available to the providers on October 1.

The ITD/PT develops and submits a statewide application for all planning activities annually. Each of the MPOs submits an application for funding to the state by August and the federal application is developed and submitted in September. Planning funds become available on October 1.

Nonurbanized Area Formula Program and Elderly and Persons with Disabilities Program grant funds become available to providers on April 1.

The following is the proposed Idaho Transportation Board policy and priority for funding public transportation needs that will provide guidance in the application process:

- Every resident of the state of Idaho with a verified need should have access to some form of appropriate public transportation. "Appropriate public transportation" means a service responsive to the needs of the residents of an area and a public transportation that is economically viable.

- Each RPTAC will be charged with verifying the needs based on the statewide priorities:

  Priority 1: Essential human transportation needs include access to basic human services such as medical care and essential shopping for food and clothing.
  Priority 2: Public transportation services for work, school/training and those needed to meet congestion mitigation and air quality standards published by public agencies.
  Priority 3: All other public transportation including access to social activities, recreation, business/commercial promotions, community celebrations, extra-curricular school activities, economic development, etc.

The RPTAC will use this policy to prioritize public transportation needs as identified through public input and the results of the *Idaho Statewide Public Transportation Needs and Benefits Study.*

FY 1998 APPLICATION TIME LINE FOR THE 5310 AND 5311 GRANT PROGRAMS

May - June, 1997	Complete/update Needs list (RPTAC)
July 31, 1997	Complete grant application guidebook Publish Public Notices & Mail Flyers
August 1 - Sept. 30, 1997	Open Grant Application period
October 1, 1997	Deadline for submitting application to ITD/PT
October 2 - 17, 1997	Preliminary review of grant applications by ITD/PT staff
October 31, 1997	Corrections or additions/deletions from grant applicants
November 15, 1997	Final review of grant applications and ITD/PT recommendations complete; information sent to RPTAC
December 1997	RPTAC reviews of ITD/PT staff recommendations
January 1998	Recommendations presented to PTAC
February 1998	Idaho Transportation Board review and approval
March 1998	Application to FTA
April 1, 1998	State/Local agreements begin
April 1998	Site overviews with grantees to review agreements

Public Involvement

All applicants for the Nonurbanized Area Formula Program and Elderly and Persons with Disabilities Program grant funds must notify the public in several ways and ensure they are a part of the process prior to submitting an application for funding.

Applicants for project funding whose proposed service area or level of service is significantly different from that previously funded must hold a public hearing on the proposed project. Applicants for project funding whose service area or level is not significantly changed from that previously funded must publish a notice that continued funding is being requested. The applicant must provide notification to private and other operators of public transportation services within the service area in order to avoid displacing existing providers. Notices must be written to give interested parties a fair and timely opportunity to participate and comment.

General Information

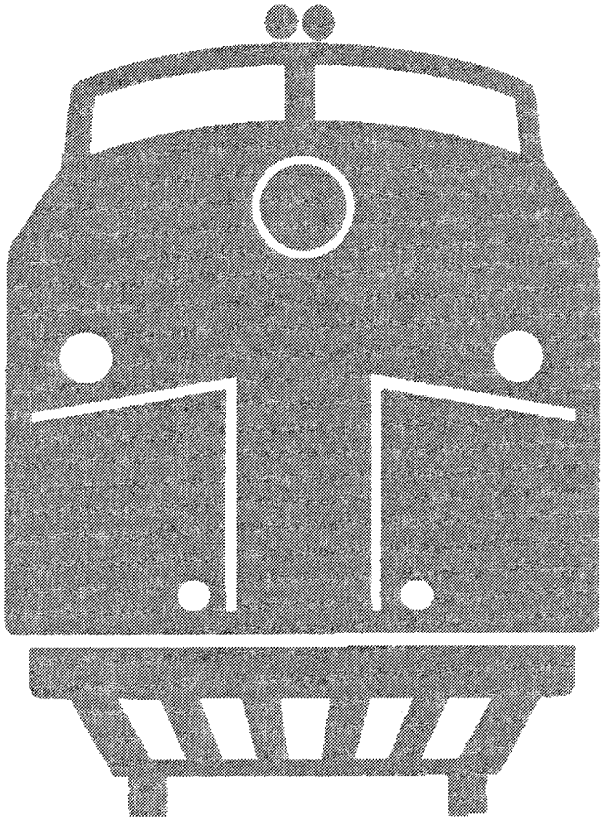
All grants for Nonurbanized Area Formula Program, Elderly and Persons with Disabilities Program, Planning Program, and Rural Transit Assistance Programs are funded by the FTA and all grant applications must be submitted to the ITD/PT.

Urbanized Area Formula Program grant applications (population of greater than 50,000) are submitted directly to FTA by the urban property and a copy of the grant application is submitted to the ITD/PT for oversight and coordination. The urban properties, MPOs, and the ITD/PT all work closely together in the development of both the Transportation Improvement Plan (TIP) and the Statewide Transportation Improvement Program (STIP).

Reference Materials

- *Idaho Statewide Public Transportation Needs and Benefits Study*
- *Grant Application Guide*
- *Movin' Idaho – Idaho Public Transportation Plan*

State Rail Program



State Rail Program

For more information contact:
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Description of the Mode

The 1,917 miles of railroad lines in Idaho include main lines, secondary main lines, branch lines, and short lines. The state is served by two major railroads providing connections to points in the United States, Canada, and Mexico.

The Idaho Transportation Department does not own or operate any active rail lines. The role of the state rail program is to assist in the preservation of essential rail lines through state rail planning and administration of the federal Local Rail Freight Assistance (LRFA) Program or other eligible programs that may become available.

Determination of Needs

The primary focus of state involvement in rail planning and the federal LRFA program has been to assure that Idaho will be served by an efficient rail network integrated into a state transportation system, and to preserve those rail lines which are essential to Idaho's economy and the overall transportation system.

The economics of the rail system and alternative methods for retaining essential rail services are evaluated in the rail planning process. Priority is given to branch lines that could be abandoned or have reduced service because of poor track conditions, resulting in impacts on rail shippers and shifts of rail traffic to trucks which can negatively impact state and local roads. The rail planning process benefits shippers, railroads, communities and local officials who have a stake in preserving essential local rail freight service and jobs in the community.

Funding

The U.S. Department of Transportation's Federal Railroad Administration (FRA) provides federal funding for the LRFA Program. The railroad, shippers, or other private/local sources provide a minimum 30 percent local match. The funds are used primarily for capital improvements such as track rehabilitation and/or new connections. Identified projects which request financial assistance are reviewed and screened by the Idaho Transportation Department with regards to the needs identified in the rail planning process. Based on this evaluation, projects are selected annually for LRFA Program funding.

Due to limited funding and the discretionary nature of the LRFA Program, the FRA has historically funded only one project per state per year. Future projects beyond a one- or two-year horizon are difficult to anticipate because the state rail system has been changing as major carriers sell or lease lines to smaller regional carriers, and because of uncertainties about future federal funding. Congress has not appropriated funds for the LRFA Program since fiscal year 1995. Congress and the Administration are considering several proposals to fund rail-freight projects in the reauthorization of ISTEA.

Project Selection

The track rehabilitation program is designed to improve those rail lines in the state that have suffered from deferred maintenance, and the infusion of funds could prevent the rail line from being abandoned. Potential projects must have a benefit/cost ratio greater than 1.0 and the line must carry a minimum volume of traffic. Projects are selected by the Idaho Transportation Department in coordination with appropriate local officials, shippers, the Idaho Railroad Advisory Council, and the railroads involved, with final approval made by the Transportation Board. Completion of these projects can take many years. The rail rehabilitation projects listed in the STIP are contingent on funding being available for the LRFA Program or other eligible sources in future years and inclusion in the eligible Program of Projects in the Idaho *State Rail Plan and Updates/Amendments* thereof.

Application Process

The application process assumes that funding for the Local Rail Freight Assistance (LRFA) Program, or any other eligible program, is authorized and appropriated by the time each federal fiscal year begins. So far, Congress has not reauthorized or funded the LRFA Program for fiscal year 1998. Inquiries are made in September to railroads as to their interest in having the state apply to the Federal Railroad Administration (FRA) for LRFA funding. Only certain lines carrying a

minimum and maximum threshold of rail traffic is eligible. If a railroad is interested, field inspections are undertaken to determine rehabilitation needs. Detailed rehabilitation plans and benefit/cost analyses are developed. If a project or projects qualify, an application is prepared and forwarded to the FRA by January of each year. If the FRA approves the projects(s), grant agreements are issued by the FRA in May or June of that year. Following the Idaho Transportation Board's approval, an agreement and technical specifications are negotiated with the railroad and implemented. The State Rail Planner conducts this process because rail rehabilitation needs are addressed and prioritized on a statewide basis through the state rail planning process. Federal funds are limited which normally allows for only one project per year for each state.

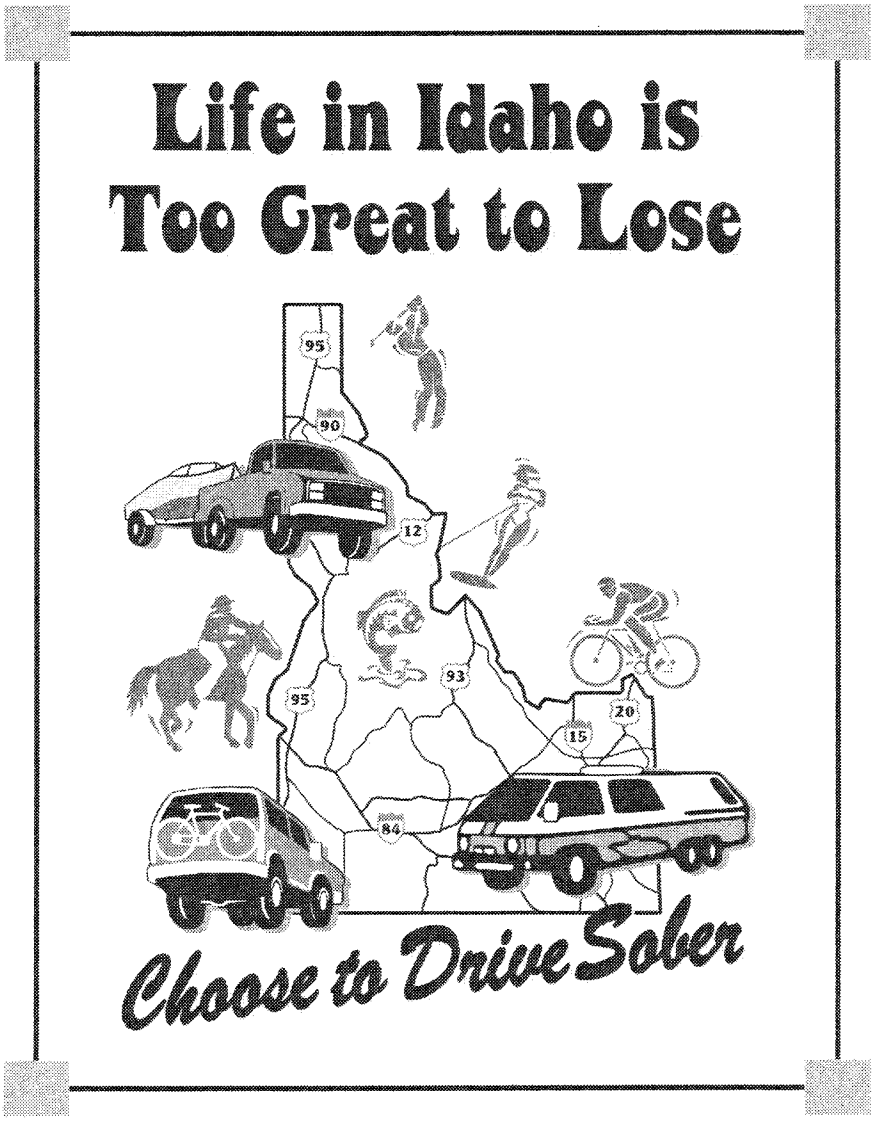
Public Involvement/District Information

The Idaho Transportation Department must provide the opportunity for a public hearing when a rail project is proposed. There is no federal requirement for rail projects to be included in the Statewide Transportation Improvement Program (STIP). Since the STIP reflects projects identified within the State Rail Plan and Updates/Amendments, and is intended to be a multi-modal document, any public involvement for the STIP would be in addition to the federal requirements for state rail projects. If a district receives comments or questions from rail shippers or locals concerned about the future rail service in their community or other rail issues, the comments or questions should be directed to the State Rail Planner. Furthermore, district involvement is primarily in the area of construction engineering to monitor and oversee project construction.

Reference Materials

- *State Rail Plan* and Updates/Amendments
- Federal regulations pertaining to the Local Rail Freight Assistance Program

Highway Safety Program



Highway Safety Program

For more information contact:
Marie Bishop
Highway Safety Manager
Office of Highway Safety
Phone: (208) 334-8101
FAX: (208 334-3858

Description of the Program

The Office of Highway Safety administers the federal Highway Safety Grant Program, which is funded by formula through the Intermodal Surface Transportation Efficiency Act and the Highway Safety Act of 1966. The goal of the program is to reduce deaths and serious injuries resulting from motor vehicle collisions by implementing programs designed to address driver behaviors. The purpose of the program is to provide grant funding at the state and community level for a highway safety program that addresses Idaho's own unique circumstances and particular highway safety needs.

Process Descriptions

Traffic Safety Problem Identification

A "traffic safety problem" is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification involves the study of relationships between collisions and the population, licensed drivers, registered vehicles and vehicle miles, as well as characteristics of specific subgroups that may contribute to collisions.

For the FY 1998-2000 plan, the process used to identify traffic safety problems began initially by evaluating Idaho's experience in each of the National Highway Traffic Safety Administration's (NHTSA) eight highway-safety priority areas. These were program areas determined by NHTSA to be most effective in reducing motor vehicle collisions, injuries, and deaths. Consideration for

other potential traffic-safety problem areas came from problems noted by Idaho Traffic Safety Commission (ITSC) members, Office of Highway Safety staff, and by researching issues identified by other states.

Comparison data was developed, where possible, on costs of collisions, number of collisions, and the number of deaths and injuries. Supplementary data was gathered from the Idaho State Accident Database on helmet use for motorcycles and bicycles, child safety-restraint use, seat belt use, and from available violation, suspension, and arrest information. Information and data studied is contained in the "Idaho Focus Area Report," a copy of which is found in Section IV, Reference Materials.

Fifteen potential traffic-safety problem areas were studied extensively. Ultimately, Idaho's eight most critical traffic-safety problems were identified. The areas were selected on the basis of the severity of the problem, economic costs, availability of grantee agencies to conduct successful programs, and other supportable conclusions drawn from the traffic-safety problem identification process.

Establishing Goals and Performance Measures

The primary goal of the highway safety grant program has been and will continue to be reducing motor-vehicle deaths and serious injuries. The problem-identification process results are used by staff to assure that resources are directed to the most appropriate areas for achieving the primary goal. In addition to the primary goal, staff responsible for each focus area establish secondary long-term goals through the year 2000 and near-term goals for the current fiscal year.

In October 1996, the ITSC voted to accept the FY 1998-2000 Idaho focus areas and approved the targeted funding ranges anticipated to be programmed over the next three years. These are:

Focus Area	**Target Funding Range**
Impaired Drivers	15-20%
Safety Restraint Use	20-30%
Risky Driver Behavior	15-25%
Youthful Drivers	5-15%
Bicycle and Pedestrian Safety	3-5%
Roadway Safety/Traffic Records	8-20%
Emergency Medical Services	5-10%

Each October, the ITSC reviews the identified focus areas, goals and funding ranges. Adjustments for the upcoming fiscal year, as warranted and supported by data analysis, are made at that time. Progress toward achieving goals is presented and reviewed by the ITSC each June.

Project Development

The annual project selection process begins by notifying state and local public agencies involved in traffic-related activities of grant fund availability. A Request for Proposal (RFP) reflecting the focus areas considered for funding is released each January. Grant applicants must complete and submit a Letter of Intent in accordance with the information provided on the form by the end of February. Copies of the application form and instructions are provided in Section IV, Reference Materials.

Once the application period has closed, potential projects are first sorted according to the focus area that most closely fits the project. Staff then develops priority and funding recommendations using criteria that assesses each project's potential to:

Make a reduction in traffic accidents;
Reduce the severity of traffic accident injuries;
Improve the operation of an important traffic safety system;
Fit in as part of an integrated community-wide accident reduction project; and
Increase the coordination of efforts between several traffic safety agencies.

Funding recommendations are incorporated into the Statewide Transportation Improvement Program (STIP) document and presented to the ITSC and the Transportation Board each June. Final project adjustments are made in August after a 30-day public comment period is complete. The Board approves the final STIP document in September. A flow chart depicting the entire process is contained on the following page.

Overview of the Highway Safety Plan Process

FLOW	TIME	PURPOSE
Traffic Safety Problem Identification Activities	**September**	Analyze data – causes and trends. Define problems and problem areas of state.
ITSC/Staff Planning Session	**October**	Review identified focus areas, goals and funding ranges. Modify as necessary and supportable by data analysis. Determine and approve focus-area funding distribution and overall program direction.
Grant Application Period	**January/February**	Provide fund availability notice and solicit targeted problem area applications.
Draft 1998-2000 Highway Safety Plan	**March/April May**	Clarify project proposals, prioritize projects, and develop draft language and spending plans.
ITSC Approval	**June**	ITSC formal approval of 1998-2000 Highway Safety Plan. Last preparations before submittal to Transportation Board within the Statewide Transportation Improvement Program (STIP) document.
Public Notification Period for STIP	**July**	Public comment period required by law.
Transportation Board Approval	**September**	Formal approval is through the Transportation Board. Allows OHS to start grant process. HSP due NHTSA/FHWA.
Projects Start	**October**	Field implementation.

Goals and Performance Measures

Mission Statement

To reduce deaths and injuries from motor vehicle crashes through funding highway safety programs and activities that promote safe driving behaviors, and through maintaining and disseminating reliable accident statistics.

Primary Goal

Reduce traffic-related deaths and serious injuries

Primary Performance Measures and Benchmarks

Reduce traffic deaths per 100 million VMT

1995 Benchmark	-	2.13
1998 Goal	-	2.09
2000 Goal	-	2.04

Reduce serious injuries per 100 million VMT

1995 Benchmark	-	16.31
1998 Goal	-	16.00
2000 Goal	-	15.50

Strategy

The strategy used to reach the primary goal is to identify secondary goals for each focus area that will accomplish the primary goal. Performance measures are also identified. For measurement purposes, 1995 has been used as the benchmark year, with targeted objectives identified for 1998 and 2000.

Impaired Driving

Goal statement: To reduce the alcohol-involved death and serious injury rate per 100 million VMT.

1995 Benchmark	-	4.12
1998 Objective	-	4.08
2000 Objective	-	4.00

Safety Restraint Use
Goal statement: To increase the statewide average combined seat-belt use percentage.

1995 Benchmark	-	50.0
1998 Objective	-	52.5
2000 Objective	-	55.0

Risky Driving Behaviors
Goal statement: To reduce the risky-driver behavior involved death and serious-injury rate per 100 million VMT.

1995 Benchmark	-	8.68
1998 Objective	-	8.60
2000 Objective	-	8.50

Youthful Drivers
Goal statement: To reduce the youthful-driver death and serious-injury rate per 100 million VMT.

1995 Benchmark	-	5.18
1998 Objective	-	5.15
2000 Objective	-	5.10

Bicycle and Pedestrian Actions
Goal statement: To reduce the percentage of bicycle-related deaths and serious injuries of all traffic-related fatalities and serious injuries.

1995 Benchmark	-	2.52
1998 Objective	-	2.45
2000 Objective	-	2.35

Goal statement: To reduce the percentage of pedestrian-related deaths and serious injuries of all traffic-related fatalities and serious injuries.

1995 Benchmark	-	3.87
1998 Objective	-	3.82
2000 Objective	-	3.75

Traffic Records and Roadway Safety Systems
Goal statement: To increase the number of agencies using the Traffic Records System.

1995 Benchmark	-	39
1998 Objective	-	80
2000 Objective	-	100

Goal statement: To increase the number of safety improvements to the Roadway Safety Network.

1995 Benchmark	-	5
1998 Objective	-	7
2000 Objective	-	8

Emergency Medical Service Systems
Goal statement: To provide improvements that enhance local EMS extrication and communication capabilities.

1995 Benchmark	-	12
1998 Objective	-	10
2000 Objective	-	8

Reference Materials

- ***Highway Safety Program Cost Summary,* Section 402 and 410, HS form 217**

These budget summary forms are based on projects outlined in the Project Summary Document, and are estimates based on expected funding. Revised "Initial Obligating 217" forms will be submitted within 30 days of being notified of the actual funding level approved by Congress.

- **Project summary document for the FY 1998 Highway Safety Grant Program**

This document includes brief descriptions of each project for which funding approval is sought. The projects are sorted by focus area, and can be identified by project number. Project numbers assigned correlate with the federal financial grant-tracking system and the numbering system used to geographically identify Highway Safety Grant projects in the first portion of the STIP. The document also provides information as to the source of funds (NHTSA or FHWA) and identifies the match amounts and the benefit to local percentage requirements for grant funds.

Idaho Focus Area Report

This report contains the data and information used to identify Idaho's most critical traffic safety problems. The report is used to support funding allocations.

Request for Proposal — Highway Safety Grants, Federal Fiscal Year 1998

A form used to request funding for highway safety problems that address one or more of the identified focus areas.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Federal Highway Administration

OMB No. 217-0000

HIGHWAY SAFETY PROGRAM COST SUMMARY
402

STATE OF IDAHO

DATE 10/1/97

PROGRAM AREA	APPROVED PROGRAM COSTS	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	Federally Funded Program				FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE (DECREASE)	% CHG	CURRENT BALANCE	
IMPAIRED DRIVING								
AL9801--SD801	200,925		89,705	0	0		200,925	139,200
POLICE TRAFFIC SERVICES								
PT9802--SD802 RISKY DRIVERS	229,546		64,011	0	0		229,546	205,500
PT9802--SD802 YOUTHFUL DRIVERS	77,000		0	0	0		77,000	77,000
EMERGENCY MEDICAL SERVICES								
EM9803--SD803	87,617		34,721	0	0		87,617	52,000
TRAFFIC SAFETY								
TR9802--SD804	40,341		3,835	0	0		40,341	25,000
ROADWAY SAFETY								
FRS9805--SD8F5	125,558		44,500	0	0		125,558	110,000
SAFETY RESTRAINTS								
OP9806--SD806	288,455		144,513	0	0		288,455	221,842
BICYCLE-PEDESTRIAN SAFETY								
PS9808--SD808	20,166		928	0	0		20,166	0
PLANNING & ADMIN (NHTSA)								
PA9809--SD809	95,000		50,000	0	0		95,000	0
PLANNING & ADMIN (FHWA)								
FPA9809--SD8F9	12,000		6,000	0	0		12,000	0
NHTSA	**1,039,050**		**387,713**	**0**	**0**		**1,039,050**	**720,542**
FHWA	**137,558**		**50,500**	**0**	**0**		**137,558**	**110,000**
TOTAL NHTSA & FHWA	1,176,608		438,213	0	0		1,176,608	830,542

State Official's Authorized signature

NAME Marie Bishop

TITLE Highway Safety Manager

DATE

NHTSA Official's Authorized Signature

NAME

TITLE

DATE

U.S. Department of Transportation
National Highway Traffic Safety Administration
Federal Highway Administration

OMB No. 217-0000

HIGHWAY SAFETY PROGRAM COST SUMMARY
410

STATE OF IDAHO

DATE 10/1/97

PROGRAM AREA	APPROVED PROGRAM COSTS	BASIS FOR % CHANGE	STATE/LOCAL FUNDS	Federally Funded Program				FEDERAL SHARE TO LOCAL
				PREVIOUS BALANCE	INCREASE (DECREASE)	% CHG	CURRENT BALANCE	
J798--SD8J7	319,597		332,233	0	0		319,597	240,370
TOTAL 410	319,597		332,233	0	0		319,597	240,370

State Official's Authorized signature

NAME Marie Bishop

TITLE Highway Safety Manager

DATE

NHTSA Official's Authorized Signature

NAME

TITLE

DATE

FY 1998 HIGHWAY SAFETY GRANT PROGRAM - PROJECT DESCRIPTIONS

IMPAIRED DRIVING

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD8010H	AL98010H	Office of Highway Safety	Public education, presentations, promotional materials and training will be provided on a statewide basis.	25,000	0	0	0
SD80101	AL980101	Bonner Co. Sheriff	Overtime salaries and benefits will increase DUI arrests and prosecution.	10,000	3,335	0	10,000
SD80102	AL980102	Kootenai Co. Sheriff	Project will increase DUI arrests and prosecution by using officer salaries, equipment purchases, training expenses and public awareness materials.*	33,000	50,000	0	33,000
SD80103	AL980103	Post Falls Police Dept.	Overtime salaries and equipment purchases for the project will increase DUI arrests and prosecution.	29,200	9,733	0	29,200
SD80104	AL980104	Bonneville Co. Probation	Probation officer salary expenses, training costs, supply expenses and public awareness materials will decrease DUI recidivism among Hispanic offenders.	28,000	17,455	0	28,000
SD80105	AL980105	Caldwell Police Dept.	Project will provide overtime salary expenses, public awareness materials and training to increase DUI arrests and prosecution.*	5,000	0	0	5,000
SD80106	AL980106	Bannock Co. Sheriff	To increase DUI arrests and prosecution, the project will use salaries, equipment purchases, training and public awareness materials.*	19,000	0	0	19,000
SD80107	AL980107	Elmore Co. Sheriff	Salaries, equipment purchases, public awareness materials and training costs for the project will increase DUI arrests and prosecution.*	15,000	0	0	15,000
SD8010X	AL98010X	Office of Highway Safety	Personnel costs, data analysis and travel expenses will provide program development, monitoring and evaluation.	36,725	9,182	0	0
			IMPAIRED DRIVING TOTAL	**200,925**	**89,705**	**0**	**139,200**

*This funding supports the agency's Risky Driver Behavior program.

POLICE TRAFFIC SERVICES - **RISKY DRIVER BEHAVIOR**

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD8020H	PT98020H	Office of Highway Safety	Consultant fees, travel expenses, equipment rental, facility fees, printing and postage expenses will provide statewide networking of local community members, conference coordination, training and public awareness materials.	15,000	0	0	15,000
SD80201	PT980201	Caldwell Police Dept.	Enforcement salaries, training expenses, equipment purchases and public awareness materials provide a project to increase DUI arrests and prosecution, enforcement of risky driver behavior and use of safety restraints.	53,000	40,000	0	53,000
SD80202	PT980202	Bannock Co. Sheriff	To increase DUI arrests, prosecution, enforcement of risky driver behavior and use of safety restraints, the project will fund enforcement salaries, training expenses, equipment purchases and public awareness materials.	37,000	0	0	37,000
SD80203	PT980203	Kootenai Co. Sheriff	DUI arrests and prosecution, risky driver behavior enforcement and use of safety restraints will increase by using enforcement salaries, training expenses, equipment purchases and public awareness materials.	56,000	0	0	56,000
SD80204	PT980204	Canyon Co. Sheriff	Public awareness materials, enforcement salaries and training expenses provided by this project will increase enforcement of risky driver behavior and use of safety restraints.	15,000	6,000	0	15,000
SD80205	PT980205	Pocatello Police Dept.	A speed monitoring trailer, enforcement salaries, training expenses and public awareness materials will increase risky driver behavior enforcement and arrests, and use of safety restraints.	7,500	0	0	7,500
SD80206	PT980206	Elmore Co. Sheriff	To increase DUI and speed enforcement and arrests, this project will provide a mobile speed monitoring trailer, salary costs, training expenses and public awareness materials.	12,000	6,000	0	12,000
SD80207	PT980207	Lewiston Police Dept.	Training expenses, a mobile speed monitoring trailer and public awareness materials will increase speed enforcement and arrests, and increase the use of safety restraints.	10,000	6,000	0	10,000
SD8020X	PT98020X	Office of Highway Safety	Personnel costs, data analysis and travel expenses will provide program development, monitoring and evaluation.	24,046	6,011	0	0
			RISKY DRIVER BEHAVIOR TOTAL	**229,546**	**64,011**	**0**	**205,500**

POLICE TRAFFIC SERVICES - **YOUTHFUL DRIVERS**

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD80220	PT980220	Caldwell Police Dept.	To increase youthful driver DUI arrests and prosecution, risky driver behavior enforcement and use of safety restraints, the project will provide salary costs, training expenses, equipment purchases and public awareness materials.*	14,000	0	0	14,000
SD80230	PT980230	Bannock Co. Sheriff	Salary costs, training expenses, equipment purchases and public awareness materials will increase youthful driver DUI arrests and prosecution, risky driver behavior enforcement and use of safety restraints.*	35,000	0	0	35,000
SD80240	PT980240	Kootenai Co. Sheriff	This project will increase youthful driver DUI arrests and prosecution, risky driver behavior enforcement and use of safety restraints by providing salary costs, training expenses, equipment purchases and public awareness materials.*	28,000	0	0	28,000
			YOUTHFUL DRIVERS TOTAL	**77,000**	**0**	**0**	**77,000**

*This funding supports the agency's Risky Driver Behavior program.

EMERGENCY MEDICAL SERVICES

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD80301	EM980301	Idaho State Bureau of Communications	Replacement of 5 communication base stations will update statewide EMS communication network.	30,000	10,000	0	0
SD80302	EM980302	Craigmont Quick Response Unit	Extrication equipment purchased will reduce injury severity in traffic accidents.	6,000	2,000	0	6,000
SD80303	EM980303	Lowman Ambulance	To reduce injury severity in traffic accidents, this project will purchase extrication equipment.	6,000	2,000	0	6,000
SD80304	EM980304	Cascade Rural Fire and EMS	Reduction of traffic accident injury severity will be provided with the purchase of extrication equipment.	6,500	2,250	0	6,500
SD80305	EM980305	Middleton Quick Response/Fire Dept.	Purchase of extrication equipment will reduce injury severity in traffic accidents.	6,000	6,000	0	6,000
SD80306	EM980306	Buhl Fire Dept.	Reduce injury severity in traffic accidents by purchasing extrication equipment.	6,000	2,000	0	6,000
SD80307	EM980307	Woodriver Rural Fire District #1	Reduction of traffic accident injury severity will be provided with the purchase of extrication equipment.	4,500	1,500	0	4,500
SD80308	EM980308	Jerome City Fire Dept.	Extrication equipment purchased will reduce injury severity in traffic accidents.	2,879	2,860	0	2,879
SD80309	EM980309	Cassia Co. Sheriff	Purchase of extrication equipment will reduce injury severity in traffic accidents.	6,000	2,000	0	6,000
SD80310	EM980310	Caribou Co. EMS	Reduce injury severity in traffic accidents by purchasing extrication equipment.	6,000	2,000	0	6,000
SD80311	EM980311	Swan Valley Ambulance	Reduction of traffic accident injury severity will be provided with the purchase of extrication equipment.	2,121	707	0	2,121
SD8030X	EM98030X	Office of Highway Safety	Personnel costs, data analysis and travel expenses will provide program development, monitoring and evaluation.	5,617	1,404	0	0
			EMERGENCY MEDICAL SERVICES TOTAL	**87,617**	**34,721**	**0**	**52,000**

TRAFFIC RECORDS/ROADWAY SAFETY

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD8040H	TR98040H	Office of Highway Safety	This project will provide consultant fees, training expenses, technical services, computer equipment and software purchases to improve accident data collection by law enforcement personnel and Office of Highway Safety staff.	25,000	0	0	25,000
SD8040X	TR98040X	Office of Highway Safety	Personnel costs, data analysis and travel expenses will provide program development, monitoring and evaluation.	15,341	3,835	0	0
SD8F50H	FRS98F50H	Office of Highway Safety	Consultant fees, technical services, software and computer equipment purchases will be provided for Roadway Safety accident analysis development.	0	0	26,000	26,000
SD8F501	FRS98F501	Idaho Transportation Dept.	Travel expenses, consultant fees and public awareness materials for a safety management system in local communities will be provided.	0	14,000	40,000	40,000
SD8F502	FRS98F502	Boise Police Dept.	To decrease fatalities and injuries in older youth/adult pedestrians and bicyclists, overtime salary expenses and public awareness materials will provided.	0	19,500	11,000	11,000
SD8F503	FRS98F503	Central District Health Department	The project will provide personnel costs, data analysis and travel expenses to decrease youth traffic-related fatalities and injuries.	0	11,000	33,000	33,000
SD8F50X	FRS98F50X	Office of Highway Safety	Personnel costs, data analysis and travel expenses will provide program development, monitoring and evaluation.	0	0	15,558	0
			TRAFFIC SAFETY/ROADWAY SAFETY TOTAL	**40,341**	**48,335**	**125,558**	**135,000**

SAFETY RESTRAINTS

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD8060H	OP98060H	Office of Highway Safety	Public awareness materials, printing costs, seat belt law monitoring, training costs and child safety restraints will provide statewide increases in seat belt and child restraint use, and decrease injuries and fatalities.	45,300	0	0	17,000
SD80601	OP980601	Caribou Co. Sheriff	The project will provide public awareness materials, usage surveys, equipment purchases, salary costs and training expenses to increase community seat belt and child restraint use.	6,700	7,190	0	6,700
SD80602	OP980602	Soda Springs Police Dept.	To increase community seat belt and child restraint use, this project will provide public awareness materials, usage surveys, equipment purchases, salary costs and training expenses.	10,000	7,250	0	10,000
SD80603	OP980603	Bannock Co. Sheriff	Increasing community seat belt and child restraint use will be provided with public awareness materials, usage surveys, equipment purchases, salary costs and training expenses.*	54,000	45,000	0	54,000
SD80604	OP980604	Preston Police Dept.	Public awareness materials, usage surveys, equipment purchases, salary costs and training expenses will increase community seat belt and child restraint use.	10,000	2,510	0	10,000
SD80605	OP980605	Oneida Co. Sheriff	To increase community seatbelt and child restraint use, the project will provide public awareness materials, usage surveys, equipment purchases, salary costs and training expenses.	8,000	6,354	0	8,000
SD80606	OP980606	Franklin Co. Sheriff	Public awareness materials, usage surveys, equipment purchases, salary costs and training expenses will be provided to increase community seat belt and child restraint use.	10,000	2,510	0	10,000
SD80607	OP980607	Kootenai Co. Sheriff	Increasing community seat belt and child restraint use will be accomplished with public awareness materials, usage surveys, equipment purchases, salary costs and training expenses.*	18,000	0	0	18,000
SD80608	OP980608	Caldwell Police Dept.	The project will provide public awareness materials, usage surveys, equipment purchases, salary costs and training expenses to decrease injuries and fatalities.*	21,000	0	0	21,000

*This funding supports the agency's Risky Driver Behavior program.

SAFETY RESTRAINTS CONTINUED

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD80609	OP980609	Pocatello Police Dept.	Public awareness materials, usage surveys and speed monitoring equipment purchases will increase community seat belt and child restraint use, and decrease injuries and fatalities.*	7,000	5,000	0	7,000
SD80610	OP980610	South Central District Health Dept.	To increase seatbelt and child restraint use in the region, this project will provide public awareness materials, salary costs and child safety seats..	7,142	9,521	0	7,142
SD80611	OP980611	Canyon Co. Sheriff	The project will provide public awareness materials, usage surveys, equipment purchases and salary costs to decrease injuries and fatalities.*	5,000	0	0	5,000
SD80612	OP980612	Magic Valley Regional Medical Center	Increasing District IV seat belt and child restraint use will be accomplished with public awareness materials and printing costs, seat belt usage and child safety seat monitoring, equipment purchases, salary and travel expenses.	48,000	49,600	0	48,000
SD8060X	OP98060X	Office of Highway Safety	Personnel costs, data analysis and travel expenses will provide program and public awareness development, seat belt usage law monitoring and project evaluation.	38,313	9,578	0	0
			SAFETY RESTRAINTS TOTAL	288,455	144,513	0	221,842

*This funding supports the agency's Risky Driver Behavior program.

BICYCLE AND PEDESTRIAN SAFETY

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD8080H	PS98080H	Office of Highway Safety	Public awareness materials, printing costs, monitoring laws and training expenses will provide statewide an increase in bicycle helmet usage, and decrease injuries and fatalities.	16,453	0	0	0
SD8080X	PS98080X	Office of Highway Safety	Personnel costs, data analysis and travel expenses will provide program development, monitoring and evaluation.	3,713	928	0	0
			BICYCLE AND PEDESTRIAN SAFETY TOTAL	20,166	928	0	0

PLANNING AND ADMINISTRATION

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD8090A	PA98090A	Office of Highway Safety	Personnel and operating costs, contractual services and accident data will provide the Statewide Transportation Improvement Program/Highway Safety Plan, program direction, financial and clerical support, property management and audit for the 402 statewide program.	95,000	50,000	0	0
			PLANNING AND ADMINISTRATION TOTAL	**95,000**	**50,000**	**0**	**0**

FHWA PLANNING AND ADMINISTRATION

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD8F90A	PA98F90A	Office of Highway Safety	Personnel and operating costs, contractual services and accident data will provide the Statewide Transportation Improvement Program/Highway Safety Plan, program direction, financial and clerical support, property management and audit for the 402 FHWA statewide program.	0	6,000	12,000	0
			PLANNING AND ADMINISTRATION TOTAL	**0**	**6,000**	**12,000**	**0**

410 ALCOHOL TRAFFIC SAFETY

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD8J70H	J7980H	Office of Highway Safety	The project provides funds for "Celebrate Graduation", presentations, public awareness materials, printing costs, travel expenses and promotional materials to increase public education.	95,000	275,000	0	75,000
SD8J701	J79801	Benewah Co. Sheriff	For DUI enforcement, the project will provide overtime salary costs and in-car video camera equipment purchases.	13,500	4,500	0	13,500
SD8J702	J79802	Owyhee Co. Sheriff	Overtime salary costs and in-car video camera equipment purchases will provide DUI enforcement.	7,500	2,500	0	7,500
SD8J703	J79803	Boise Police Dept.	To increase testing capacity in support of DUI arrests and prosecution, Intoxilyzer 5000 breath testing devices will be purchased.	13,500	4,500	0	13,500
SD8J704	J79804	Boise Co. Sheriff	Salary costs, DRE training expenses and in-car video camera purchases will provide funds to increase DUI arrests and prosecution.	19,451	6,484	0	19,451
SD8J705	J79805	Blaine Co. Sheriff	The project will provide overtime salary costs, training expenses and in-car video camera purchases to increase DUI arrests and prosecution.	20,000	6,667	0	20,000
SD8J706	J79806	Dept of Law Enforcement Forensics Bureau	To increase capacity and timeliness of alcohol testing for DUI prosecution statewide, salary costs will be provided.	23,324	7,775	0	19,000
SD8J707	J79807	Garden City Police Dept.	Overtime salary enforcement costs will increase DUI arrests and prosecution.	10,000	3,333	0	10,000
SD8J708	J79808	Valley Co. Sheriff	The project will increase DUI arrests and prosecution with overtime salary costs and purchase of an Intoxilyzer 5000 testing device.	18,679	6,226	0	18,679

410 ALCOHOL TRAFFIC SAFETY CONTINUED

OHS NUMBER	FED. PROJECT NUMBER	REQUESTING AGENCY	DESCRIPTION	NHTSA $	STATE/ LOCAL $	FHWA $	LOCAL $
SD8J709	J79809	Custer Co. Sheriff	Video camera and radar equipment will increase DUI arrests and prosecution.	9,185	3,062	0	9,185
SD8J710	J79810	Dept. of Juvenile Correction	A statewide conference, research of youth DUI arrests and developing a new anti-DUI promotional sign will increase public awareness of DUI arrests and dangers.	8,000	2,667	0	6,000
SD8J711	J79811	Hailey Police Dept.	To increase DUI arrests and prosecution, overtime salary costs for DUI enforcement and purchase of radar speed detection devices will be provided.	6,500	2,167	0	6,500
SD8J712	J79812	Cascade Police Dept.	Overtime salary costs, radar speed detection devices and in-car video camera equipment purchases will increase DUI arrests and prosecution.	11,000	3,667	0	11,000
SD8J713	J79813	Bellevue Police Dept.	The project will increase DUI arrest documentation and prosecution with the purchase of portable video camera systems.	3,000	1,000	0	3,000
SD8J714	J79814	Buhl Police Dept.	Purchase of in-car video camera systems, radar speed detection device and replacing an alco-sensor will increase DUI arrests and prosecution.	8,055	2,685	0	8,055
SD8J715	J7980X	Office of Highway Safety	Personnel costs, data analysis and travel expenses will provide program development, monitoring and evaluation.	52,903	0	0	0
			410 ALCOHOL TRAFFIC SAFETY TOTAL	**319,597**	**332,233**	**0**	**240,370**

Certifications and Assurances

In accordance with 49 CFR 18.11(c), I hereby certify that the state of Idaho will comply with all applicable federal statutes and regulations, and give assurances that:

1. The Governor is responsible for the administration of the state highway safety program through a state highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration and the use, management and disposition of equipment) to carry out the programs under 23 USC 402 (b)(1)(A).

2. The political subdivisions of this state are authorized, as part of the state highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines of the Secretary of Transportation promulgated under 23 USC 402(b)(1)(B).

3. At least 40 per centum of all federal funds apportioned to this state under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivisions of the state in carrying out local highway safety programs authorized in accordance with 23 USC 402(b)(1)(B), unless this requirement is waived by the Secretary of Transportation.

4. This state's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks to comply with 23 USC 402 (b)(1)(D).

5. This state's highway safety program provides for programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles to comply with 23 USC 402 (b)(1)(E).

6. The state highway safety agency will comply with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, as amended, as implemented by 49 CFR Parts 21 and 27, to ensure that no person in the United States shall, on the grounds of race, color, national origin, or handicap, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under this program.

7. Cash drawdowns will be initiated only when actually needed for disbursements; cash disbursements and balances will be reported in a timely manner as required by NHTSA; and the same standards of timing and amount, including the reporting of cash disbursements and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.21 (failure to adhere to these provisions may result in the termination of advance financing).

8. Arrangements have been made for the financial and compliance audit required by the Single Audit Act of 1984, which is to be conducted within the prescribed audit reporting cycle (failure to furnish an acceptable audit, as determined by the cognizant federal agency, may result in denial or require return of federal funds).

9. This Highway Safety Plan will not be subject to intergovernmental review. The state of Idaho has elected to suspend its process for intergovernmental review of federal programs as allowed under Executive Order 12372.

10. Facilities and equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the state; or the state, by formal agreement with appropriate officials of a political subdivision or state agency, shall cause such facilities and equipment to be used and kept in operation for highway safety purposes.

11. All manufactured products, steel and cement used in carrying out this state's highway safety projects which are funded under Title 23 of the United States Code are produced in the United States, in accordance with Section 165 of the Surface Transportation Assistance Act of 1982 (Public Law 97-424; 96 Stat. 2097), unless the Secretary of Transportation has determined under Section 165 that it is appropriate to waive this requirement.

12. Each recipient of funds has an acceptable financial management system that complies with the minimum requirements of 49 CFR Part 18.

13. Each recipient of funds has a procurement system that complies with the minimum requirements of 49 CFR Part 18.

In accordance with the Drug-Free Workplace Act of 1988 (49 CFR Part 29 Subpart F), the grantee certifies that it will provide a drug-free workplace by:

1. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition.

2. Establishing a drug-free awareness program to inform employees about:

    a. The dangers of drug abuse in the workplace;
    b. The grantee's policy of maintaining a drug-free workplace;
    c. Any available drug counseling, rehabilitation, and employee-assistance programs; and
    d. The penalties that may be imposed upon employees for drug-abuse violations occurring in the workplace.

3. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph 1.

4. Notifying the employee in the statement required by paragraph 1 that, as a condition of employment under the grant, the employee will:

   a. Abide by the terms of the statement; and
   b. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

5. Notifying the agency within ten days after receiving notice under subparagraph 4 (b) from an employee or otherwise receiving actual notice of such conviction.

6. Taking one of the following actions within 30 days of receiving notice under subparagraph 4 (b) with respect to any employee who is so convicted.

   a. Taking appropriate personnel action against such an employee, up to and including termination; or
   b. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a federal, state or local health, law enforcement or other appropriate agency.

7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs 1, 2, 3, 4, 5, and 6.

In accordance with the provisions of the Buy America Act, the state will comply with the reference 23 USC 101 Note and the federal governmentwide reference 23 USC 10a.

In accordance with the provisions of 49 CFR Part 23, the state agrees to abide by the following statements, and shall ensure that these statements are included in all subsequent agreements and/or contracts assisted by Section 402 funds:

1. It is the policy of the U.S. Department of Transportation that minority business enterprises, as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds under this agreement. Consequently, the MBE requirements of 49 CFR Part 23 apply to this agreement.

2. The recipient or its contractor agrees to ensure that minority business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of

contracts and subcontracts financed in whole or in part with federal funds provided under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that minority business enterprises have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

In accordance with the provisions of 49 CFR Part 29, the state agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The state further agrees that it will include the following clause and accompanying instruction, without modification, in all lower-tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower-tier covered transactions.

Instructions for Certification:

1. By signing and submitting this proposal, the prospective lower-tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower-tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower-tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower-tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms, *covered transaction, debarred, suspended, ineligible, lower-tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage section of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower-tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower-tier covered transaction with a person who is disbarred, suspended, declared ineligible, or

voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower-tier participant further agrees by submitting this proposal that it will include the below clause entitled "Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion — Lower-tier Covered Transactions ," without modifications, in all lower-tier covered transactions and in all solicitations for lower-tier covered transactions.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower-tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower-tier covered transactions with a person who is suspended, debarred, ineligible, or voluntarily excluded form participation in this transaction, in addition to other remedies available to the federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion — Lower-tier covered Transactions

1. The prospective lower-tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency.

2. Where the prospective lower-tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

In accordance to certification regarding lobbying, the undersigned certifies, to the best of his or her knowledge and belief, that:

1. No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee or member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

2. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

   This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

In accordance with 42 USC 4321 the Governor's Representative for Highway Safety has reviewed the state's Fiscal Year 1998 Highway Safety Plan and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary.

_____ _____

Date Signature

Idaho

Focus Area

Report

FY 1998

Prepared by the Office of Highway Safety

Statewide

The Problem

- In 1995, 262 people were killed and 16, 436 injured in traffic collisions in Idaho. 29.8% of the fatalities involved alcohol and/or other drugs.
- In 1995, 52% of the fatal crashes involved only one vehicle.
- In 1995, 50% of Idaho motor vehicle occupants still did not wear their safety belt.

Idaho Traffic Collision Data and Measures of Exposure, 1993-1995

	1993	1994	1995	% Change 1993-1995
Total Collisions	21,129	22,117	21,135	+0.03
Fatalities	230	250	262	+13.91
Serious Injuries*	1,865	2,122	1,959	+5.04
Visible Injuries*	4,604	7,143	6,306	+36.97
Possible Injuries*	5,124	8,131	8,171	+59.47
Fatalities per 100 Million VMT	2.0	2.1	2.1	+5.00
Injuries per 100 Million VMT*	102.7	149.3	133.7	+30.19
Population (thousands)	1,100	1,134	1,163	+5.73
Vehicle Miles Travelled (millions)	11,294	11,652	12,297	+8.88
# Licensed Drivers (thousands)	777	808	814	+4.76
# Registered Vehicles (thousands)	1,138	1,177	1,210	+6.33

* Statewide Training in 1994 resulted in more complete injury identification.

Economic Costs* of Idaho Collisions, 1995

Incident Description	Total Occurrences	Cost Per Occurrence	Cost Per Category
Fatalities	262	2,600,000	$681,200,000
Serious Injuries	1,959	180,000	352,620,000
Visible Injuries	6,306	36,000	227,016,000
Possible Injuries	8,171	19,000	155,249,000
Property Damage Only Collisions	11,434	2,000	22,868,000
Total Estimate of Economic Costs			$1,438,953,000

*Economic Costs include: property damage, lost earnings, lost household production, medical, emergency services, travel delay, vocational rehabilitation, workplace, administrative, legal, and pain and lost quality of life. Based on 1994 estimates released by Federal Highway Administration.

Prepared by: Office of Highway Safety Idaho Transportation Department Report is based on information provided by law enforcement agencies on collisions resulting in injury, death, or damage to any one person's property in excess of $750.

Statewide Continued

Fatal and Injury Collision Involvement by Age of Driver, 1995

Age of Driver	# of Drivers in F&I Collisions	% of Total F&I Collisions	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
19 and under	3,568	22.03%	72,958	8.96%	2.46
20-24	2,256	13.93%	73,953	9.09%	1.53
25-34	3,243	20.02%	153,468	18.85%	1.06
35-44	2,844	17.56%	177,690	21.83%	0.80
45-54	1,836	11.34%	135,944	16.70%	0.68
55-64	915	5.65%	86,764	10.66%	0.53
65 and over	1,224	7.56%	113,228	13.91%	0.54
Missing	310	1.91%			
Total	16,196	100.00%	814,005	100%	

*Representation is percent of fatal and injury collisions divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.

Location of Idaho Collisions, 1993 - 1995

Roadway System Vehicle Miles Traveled 1993 - 1995	1993	1994	1995	% Change 1993-1995
Local System:				
VMT (100 millions)	50.8	51.8	56.3	+10.83
Fatal Collision Rate	1.7	1.6	1.6	-5.88
Injury Collision Rate*	85.4	113.4	98.5	+15.34
All Collision Rate	255.2	259.2	225.9	-11.48
State System (Non-interstate):				
VMT (100 millions)	37.6	36.4	37.6	+0.00
Fatal Collision Rate	2.2	2.8	2.7	+22.73
Injury Collision Rate*	52.3	75.8	70.9	+35.56
All Collision Rate	144.7	158.9	152.3	+5.25
Interstate System:				
VMT (100 millions)	24.5	28.4	29.1	+18.78
Fatal Collision Rate	1.3	1.2	1.3	+0.00
Injury Collision Rate*	40.2	46.7	43.1	+7.21
All Collision Rate	111.3	102.3	92.6	-16.80
Statewide Totals:				
VMT (100 millions)	112.9	116.5	123.0	+8.95
Fatal Collision Rate	1.8	1.9	1.9	+5.56
Injury Collision Rate*	64.6	85.5	77.0	+19.20
All Collision Rate	187.1	189.8	171.9	-8.12

* Statewide Training in 1994 resulted in more complete injury identification.

Collision Rates are determined by dividing the number of collisions by the number of 100 million Vehicle Miles Travelled on a roadway system. Statewide Totals are given for comparison and rates above the statewide average indicate areas of concern.

Prepared by: Office of Highway Safety Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death, or damage to any one person's property in excess of $750.

Impaired Driving

The Problem

- In 1995, 29.77% of the fatalities in Idaho were alcohol or drug involved, representing a 19.45% decrease from 36.96% in 1993.
- In 1995, drivers under the age of 21 were involved in 14.55% of the Alcohol-involved collisions.
- DUI arrests in Idaho in 1995 increased by 2.8 percent from 1994, but the overall trend has decreased over the past three years.
- Based on 1994 cost estimates issued by the Federal Highway Administration, impaired-driving collisions cost Idahoans $321,162,000 which represents a value equal to 22.32% of the total economic costs of collisions.

Impaired Driving in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Total Alcohol-Involved Collisions	1,717	1,912	1,787	+4.08
Fatalities	85	84	78	-8.24
Serious Injuries*	369	453	429	+16.26
Visible Injuries*	733	928	775	+5.73
Possible Injuries*	409	589	632	+54.52
All Fatal and Injury* Collisions	7,493	10,177	9,701	+29.47
Nighttime** Fatal and Injury* Collisions	1,605	1,995	1,850	+15.26
% Nighttime Fatal & Injury Collisions	21.42%	19.60%	19.09%	-10.84
All Fatalities	230	250	262	+13.91
Alcohol-involved Fatalities	85	84	78	-8.24
% Alcohol Involved Fatalities	36.96%	33.60%	29.77%	-19.45
All Injuries*	11,593	17,396	16,436	+41.78
Alcohol-involved Injuries	1,508	1,970	1,836	+21.75
% Alcohol Involved Injuries	13.01%	11.32%	11.17%	-14.14
Annual DUI Arrests by Agency				
Idaho State Police	2,015	1,977	1,887	-6.35
Local Agencies	9,275	8,583	8,998	-2.99
Total Arrests	11,290	10,560	10,855	-3.85

* Statewide Training in 1994 resulted in more complete injury identification.

** Nighttime collisions occurred between 8:00 PM and 3:59 AM. These figures include Alcohol-involved Collisions which occurred during this time period.

Prepared by: Office of Highway Safety Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death, or damage to any one person's property in excess of $750.

Safety Restraints

The Problem

- In 1995, only 50% of Idahoans were using seat belts, according to the Idaho Safety Belt Observation Survey.
- In 1995, seat belt usage varied by region around the state from a high of 58% in northern Idaho to a low of 34% in southeast Idaho. District 1 and 2 are the only areas in the state where seat belt use has increased from 1994 levels.
- There is a tendency for persons involved in collisions to falsely report compliance with the seat belt law and thus self-reported use tends to overstate actual use.
- Observational surveys in Washington show a compliance rate of 83% and similar studies in Oregon also show a compliance rate of 83%.
- In 1995, only 27.9% of those killed in passenger cars, pickups and vans were wearing seat belts.

Occupant Protection in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Safety Belt Observation Survey				
District 1	56%	52%	58%	+3.57
District 2	56%	53%	57%	+1.79
District 3	62%	68%	56%	-9.68
District 4	71%	54%	48%	-67.61
District 5	51%	34%	34%	-33.33
District 6	47%	42%	40%	-14.89
Statewide Weighted Average	59%	54%	50%	-15.25
Seat Belt Use - Passenger Cars, Pickups, and Vans				
Fatals	19.2%	30.8%	27.9%	+45.31
A-injuries	42.6%	44.8%	45.7%	+7.28

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Risky Driver Behavior

The Problem

- Risky driver behaviors include: Failure to Yield Right of Way, Passed Stop Sign, Exceeded Posted Speed, Driving too Fast For Conditions (Dry Roads Only), Following Too Close, Hit and Run, Disregarded Signal.

- Risky Driver Behavior Collisions include those collisions where an officer indicates that risky driver behaviors may have contributed to the collision. Up to three contributing circumstances are possible for each vehicle in a collision, thus the total number of collisions attributed to these behaviors is less than the sum of the individual components.

- As vehicle miles travelled increase, and traffic delays become longer, drivers appear to take more chances in their driving.

- Speeding is only one symptom of risky driver behavior. Risky drivers not only speed, but follow too close, run red lights etc..

- In 1995, economic costs of collisions involving risky driver behaviors was $720,363,000. This represents a value equal to 50.06% of the total economic costs of collisions.

Risky Driver Behavior in Idaho, 1993-1995

	1993	1994	1995	% Change 1993-1995
Total Risky Driver Behavior Collisions	10,547	10,800	10,807	+2.47
Fatalities	114	117	125	+9.65
Serious Injuries*	911	1,100	943	+3.51
Visible Injuries*	2,357	3,651	3,281	+39.20
Possible Injuries*	3,074	4,481	4,851	+57.81
Number of Traffic Fatalities and Injuries* Involving:**				
Failure to Yield Right of Way	2,805	3,804	3,686	+31.41
Passed Stop Sign	622	817	763	+22.67
Exceeded Posted Speed	836	1,265	1,290	+54.31
Driving Too Fast for Conditions (Dry Roads)	892	1,216	1,222	+37.00
Following Too Close	1,363	2,204	2,271	+66.62
Hit and Run	299	303	321	+7.36
Disregarded Signal	454	645	514	+3.22

* Statewide Training in 1994 resulted in more complete injury identification.
** Three contributing circumstances possible per unit involved in each collision.

Prepared by: Office of Highway Safety Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death, or damage to any one person's property in excess of $750.

Youthful Drivers

The Problem

- In 1995, drivers aged 15 - 19 represented 8.96% of the licensed drivers in Idaho yet were involved in 22.03% of the fatal and injury collisions.
- In 1995, youthful drivers were involved in 10.58% of the alcohol-involved collisions, even though they were too young to legally consume alcohol.
- National and International research indicates that youthful drivers are more likely to be in single vehicle crashes, to have made one or more driver errors, to be speeding (exceeding posted speed or too fast for conditions), and to have other young passengers in the vehicle.
- National research shows the injury problem for youthful drivers and passengers is affected by the fact that they driver older and smaller cars that are less protective and because they are less likely to wear seat belts.
- In 1995, economic costs of collisions involving youthful drivers was $440,354,000. This represents a value equal to 30.60% of the total economic costs of collisions.

Youthful Drivers on Idaho Highways, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Total Youthful Driver Collisions	6,175	6,898	6,851	+10.95
Fatalities	43	50	72	+67.44
Serious Injuries*	508	657	566	+11.42
Visible Injuries*	1,505	2,471	2,375	+57.81
Possible Injuries*	1,774	2,887	3,067	+72.89
Drivers 19 & under - Fatal & Injury* collisions	2,538	3,556	3,568	+40.58
Percent of Total Fatal & Injury* Collisions	20.45%	21.15%	22.03%	+7.73
Licensed Drivers 19 & under	67,115	70,570	72,958	+8.71
Percent of Total Licensed Drivers	8.63%	8.73%	8.96%	+3.82
Overrepresentation of Drivers 19 & under**	2.37	2.42	2.46	+3.80
Total Drivers 19 & under in Fatal Collisions	45	47	62	+37.78
Total Drivers 19 & under Fatal Alcohol-involved	5	8	8	+60.00
Percent of Fatal Collisions Alcohol-involved	11.1%	17.0%	12.9%	+16.22

* Statewide Training in 1994 resulted in more complete injury identification.
** Representation is percent of fatal and injury collisions divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.

Prepared by: Office of Highway Safety Idaho Transportation Department Report is based on information provided by law enforcement agencies on collisions resulting in injury, death, or damage to any one person's property in excess of $750.

Pedestrians and Bicyclists

The Problem

- In 1995, 20 pedestrians and bicyclists were killed in traffic collisions. This represents 7.63% of all traffic fatalities in Idaho. There were 553 traffic collisions involving pedestrians and bicyclists which represents 2.62% of all traffic collisions.

- Children aged 4 to 14 accounted for 29% of the injuries received in pedestrian collisions and 49.2% of the injuries received in bicycle collisions.

- Over the past few years, bicycling has gained popularity as an alternative travel method, as a form of exercise, and as a recreational sport. There are an increasing number of bicycle paths and trails throughout Idaho which are accessed from roadways.

- In 1995, the economic costs of pedestrian and bicycle collisions in Idaho were $86,754,000. This represents a value equal to 6.03% of the total economic costs of traffic collisions.

Pedestrians and Bicyclists in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Pedestrian Collisions	216	220	228	+5.56
Fatalities	11	9	18	+63.64
Serious Injuries*	71	82	68	-4.23
Visible Injuries*	77	92	106	+37.66
Possible Injuries*	60	51	51	-15.00
Bicycle Collisions	291	310	325	+11.68
Fatalities	2	5	2	+0.00
Serious Injuries*	61	54	54	-11.48
Visible Injuries*	159	183	172	+8.18
Possible Injuries*	68	61	95	+39.71
Helmet Use - All Bicyclists in Collisions	21	26	30	+42.86
% of Bicyclists Wearing Helmets	7.1%	8.6%	11.0%	+54.93

* Statewide Training in 1994 resulted in more complete injury identification.

Prepared by: Office of Highway Safety Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death, or damage to any one person's property in excess of $750.

Roadway / Traffic Safety

The Problem

- It is very difficult to quantify the problem with statistics.
- As new technologies emerge, OHS needs to take advantage of them in the collection and dissemination of collision data.
- Electronically transferring vehicle collision reports from local law enforcement agencies to OHS would reduce data entry time and create a storage database for local development.
- Continue to provide help to local highway jurisdictions to improve safety on their roadways.
- Many traffic databases, both in and outside ITD, that, if linked, could provide valuable information to help OHS more precisely direct our limited resources.
- Maintain and upgrade the Idaho Mobile Program for Accident Collection.

Prepared by: Office of Highway Safety Idaho Transportation Department. Report is based on information provided by law enforcement agencies on collisions resulting in injury, death, or damage to any one person's property in excess of $750.

Emergency Medical Services

The Problem

- For someone injured in a traffic collision in Idaho, the availability and quality of services provided by local Emergency Medical Services may mean the difference between life and death. Improved post-crash victim care works to reduce the severity of trauma in collision victims. The sooner someone receives appropriate medical care, the better the chances of recovery. In the event of a serious injury received in a rural area, this care is especially critical because of the time needed to transport a victim to a trauma hospital.

- Idaho is currently in the process of creating a statewide database of ambulance run times. This information will help define how much time elapses before victims arrive at a hospital or trauma center. When this data becomes available, it may help define problems where additional equipment or training is needed.

- Idaho currently does not have a statewide trauma registry for collecting data on causes of injuries, injury severity, costs, and payment providers. This information would provide information on actual costs associated with traffic collisions and could be used to determine costs of specific kinds of collisions (pedestrian, motorcycle, bicycle).

- OHS has concentrated funding on training efforts, upgrading communications equipment and purchasing extrication equipment. Beginning in 1997, OHS will collect information on the Idaho Vehicle Collision Report on what type of equipment was used to remove a victim trapped in a vehicle. When combined with information on where extrication equipment is now located, OHS will be able to determine where additional extrication equipment might be needed.

Emergency Medical Services in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Total Collisions	21,129	22,117	21,135	+0.03
EMS Response to Collisions	4,554	4,741	4,858	+6.68
% of Collisions	21.6%	21.4%	23.0%	+6.48
Persons Injured in Collisions with EMS response*	11,593	17,396	16,436	+41.78
Persons Transported by EMS	7,046	6,642	6,121	-13.13
% of Injured Transported*	60.8%	38.2%	37.2%	-38.82
Persons Trapped and Extricated**	170	410	483	+184.12
Persons With Serious/Fatal Injuries Transported by Helicopter	NA	106	144	NA

* Statewide Training in 1994 resulted in more complete injury identification.
** Reporting changed with the introduction of the new Collision Report in 1994

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Heavy Trucks

The Problem

- In 1995, 41 people were killed as a result of a collisions with a heavy truck. This is 15.65% of all the fatalities in Idaho.
- In 1995, 82.9% of the people killed in collisions with heavy trucks were occupants of passenger cars, pickups, and vans.
- In 1995, 93.1% of the fatal heavy truck collisions occurred on rural roadways and 64.4% of all truck collisions occurred on rural roadways. Rural roadways are defined as any roadway located outside the city limits of cities with population of 5000 or more.
- In 1995, the economic costs of truck collisions in Idaho were $151,657,000. This represents a value equal to 10.54% of the total economic costs of traffic collisions.

Truck Collisions in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Total Collisions	1,491	1,396	1,313	-11.94
Fatalities	16	41	41	+156.25
Serious Injuries*	139	115	148	+6.47
Visible Injuries*	259	348	271	+4.63
Possible Injuries*	264	407	373	+41.29
Commercial Vehicle Miles Traveled (millions)	1,550	1,605	1,711	+10.39
% of All Vehicle Miles Traveled	13.73%	13.78%	13.92%	+1.38
Fatalities per 100 Million VMT	1.03	2.55	2.39	+132.04
Injuries* per 100 Million VMT	42.07	54.21	46.29	+10.03

* Statewide Training in 1994 resulted in more complete injury identification.

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Motorcyclists

The Problem

- In 1995, less than 30% of motorcyclists involved in traffic collisions were wearing helmets.
- In 1995, motorcycle collisions accounted for 1.5% of the total number of collisions and less than 1% of persons involved in collisions. The fatality and A-injury rate for motorcyclists in collisions was nearly 9 times that of all other persons in collisions.
- In 1995, the economic costs associated with motorcycle collisions were $74,454,000. This represents a value equal to 5.17% of the total economic cost of traffic collisions.

Motorcyclists in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Motorcycle Collisions	412	410	330	-19.90
Fatalities	24	6	18	-25.00
Serious Injuries*	121	162	115	-4.96
Visible Injuries*	215	195	161	-25.12
Possible Injuries*	62	67	58	-6.45
Registered Motorcycles	32,281	32,882	33,026	+2.31
Helmet Use All Motorcyclists in Collisions	140	170	119	-15.00
% of Motorcyclists wearing Helmets	28.2%	34.4%	29.6%	+4.96

* Statewide Training in 1994 resulted in more complete injury identification.

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Mature Drivers

The Problem

- In 1995, drivers aged 65 and older were involved in 1,224 fatal and injury collisions. This represents 7.56% of all fatal and injury collisions but these drivers account for 13.91% of the total licensed drivers. This results in an under-representation of this group in fatal and injury collisions.

- National research indicates that drivers and passengers over 75 years old are more likely than younger persons to sustain injuries or death in a traffic collisions because of their physical fragility.

- In 1995, the economic costs resulting from collisions involving mature drivers in Idaho were $223,558,000. This represents a value equal to 15.54% of the total cost of collisions.

Mature Drivers in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Total Mature Driver Collisions	2,694	3,549	3,438	+27.62
Fatalities	37	51	45	+21.62
Serious Injuries*	212	302	262	+23.58
Visible Injuries*	516	969	883	+71.12
Possible Injuries*	776	1,265	1,238	+59.54
Drivers 65 & older - Fatal & Injury* Collisions	996	1,551	1,224	+22.89
Percent of Total Fatal & Injury* Collisions	8.02%	9.22%	7.56%	-5.74
Licensed Drivers 65 & older	108,096	111,964	113,228	+4.75
Percent of Total Licensed Drivers	13.90%	13.85%	13.91%	+0.07
Under-representation of Drivers 65 & older**	0.58	0.67	0.54	-6.90
Total Drivers 65 & older in Fatal Collisions	34	43	41	+20.59
Total Drivers 65 & older Fatal Alcohol-involved	0	4	2	NA
Percent of Fatal Collisions Alcohol-involved	0.0%	9.3%	4.9%	NA

* Statewide Training in 1994 resulted in more complete injury identification.
** Representation is percent of fatal and injury collisions divided by percent of licensed drivers. Under-representation occurs when the value is less than 1.0.

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Speed

The Problem

- Speed Collisions are collisions where an officer indicates that exceeding the posted speed or driving too fast for conditions may have contributed to the cause of a collision. Since there are three contributing circumstances possible per vehicle involved, the sum of the two separate categories (Total Collisions Exceeded Posted Speed and Total Collisions Speed Too Fast for Conditions) exceed the total number of speed collisions.

- In 1995, youthful drivers were involved in 30.61% of the speed collisions.

- In 1995, 58.82% of the speed collisions involved a single vehicle.

- In 1995, 52.15% of all speed collisions were on slick roads (ice, snow, wet, slush, or mud).

- In 1995, the economic costs resulting from collisions involving speed in Idaho were $463,475,000. This represents a value equal to 32.21% of the total cost of collisions.

Speed in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Total Speed Collisions	5,183	5,482	4,558	-11.29
Fatalities	97	91	100	+3.09
Serious Injuries*	574	609	597	+4.01
Visible Injuries*	1,290	2,024	1,585	+22.87
Possible Injuries*	1,104	1,852	1,819	+64.76
Total Collisions Exceeded Posted Speed	848	1,141	1,072	+26.42
Total Collisions Speed Too Fast for Conditions	4,465	4,504	3,633	-18.63
Speed Too Fast for Conditions - Number of Collisions with Slick Road Conditions				
Ice	1,904	1,706	1,176	-38.24
Snow	844	891	439	-47.99
Wet	416	417	505	+21.39
Slush	129	228	242	+87.60
Mud	4	12	15	+275.00
Total Speed Collisions - Youthful Drivers	1,392	1,534	1,395	+0.22
% Speed Collisions with Youthful Drivers	26.86%	27.98%	30.61%	+13.96
Total Speed Collisions - Single Vehicle Collisions	2,735	3,002	2,681	-1.97
% Speed Collisions with Single Vehicles	52.77%	54.76%	58.82%	+11.52

* Statewide Training in 1994 resulted in more complete injury identification.

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Single Vehicle Collisions

The Problem

- In 1995, 29.76 percent of all collisions involved a single vehicle. The majority (79.73%) of these collisions occurred on rural roadways.
- In 1995, 48.47% of all fatalities were the result of a collision involving a single vehicle. Alcohol was involved in 37.01% of the 127 single vehicle fatalities.
- In 1995, the economic costs associated with single vehicle collisions were $596,979,000. This represents a value equal to 41.49% of the total cost of collisions.

Single Vehicle Collisions in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Total Single Vehicle Collisions	6,330	6,705	6,290	-0.63
Fatalities	119	117	127	+6.72
Serious Injuries*	763	788	818	+7.21
Visible Injuries*	1,821	2,385	2,207	+21.20
Possible Injuries*	978	1,741	1,793	+83.33
Location of Collisions				
Rural	5,135	5,314	5,015	-2.34
Urban	1,195	1,391	1,275	+6.69
Alcohol-involved Single Vehicle Collisions	1,020	1,110	1,007	-1.27
% Single Vehicle Collisions Alcohol-involved	16.11%	16.55%	16.01%	-0.62
Youthful Driver Single Vehicle Collisions	1,432	1,584	1,575	+9.99
% Single Vehicle Collisions Youthful Driver	22.62%	23.62%	25.04%	+10.70
Risky Driver Behavior** Single Vehicle Collisions	1,377	1,430	1,393	+1.16
% Single Vehicle Collisions Risky Driver Behavior	21.75%	21.33%	22.15%	+1.84

* Statewide Training in 1994 resulted in more complete injury identification.
** Risky Driver Behavior includes: Failure to Yield Right of Way, Passed Stop Sign, Exceeded Posted Speed, Driving Too Fast for Conditions (Dry Roads), Following too Close, Hit and Run, and Disregarded Signal.

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Trains

The Problem

- Train collisions are very dramatic when they happen, but they remain a very small part of the traffic collision problem in Idaho. Federal Highway Administration is currently the lead agency for a program called "Operation Lifesaver". This public information campaign works closely with railroads and law enforcement agencies to raise awareness about the dangers of train vehicle collisions.

- The past several years have seen a decrease in the number of train vehicle collisions and a decrease in the number of injuries. The number of fatalities fluctuated but remains near 1993 levels.

- In 1995, the economic costs resulting from train collisions in Idaho were $17,206,000. This represents a value equal to 1.2% of the total cost of collisions.

Train Collisions in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Total Train Collisions	41	31	23	-43.90
Fatalities	6	7	6	+0.00
Serious Injuries*	9	5	8	-11.11
Visible Injuries*	10	11	2	-80.00
Possible Injuries*	7	10	4	-42.86
Location of Collisions				
Rural Roads	24	20	17	-29.17
Urban Roads	17	11	6	-64.71

* Statewide Training in 1994 resulted in more complete injury identification.

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Corridors

The Problem

- Idaho Transportation Department Traffic Section identified 23 corridors in urban areas which have high traffic volumes and numerous collisions. These corridors are all part of the state highway system.

- In 1995, 2,102 collisions occurred on the selected corridors. This figure represents 9.95% of all collisions in Idaho. These collisions occurred on 101.227 miles of roadway which is approximately 0.17% of all the road miles in Idaho.

- In 1995, 54.71% of the collisions on the corridors were property damage only collisions with no injuries or fatalities.

- In 1995, the economic costs resulting from collisions in selected corridors in Idaho were $95,571,000. This represents a value equal to 6.64% of the total cost of collisions.

Collisions on Selected Corridors in Idaho, 1993 - 1995

	1993	1994	1995	% Change 1993-1995
Traffic Collisions in Corridors	2,085	2,273	2,102	
Fatalities	5	7	14	
Serious Injuries*	137	155	123	
Visible Injuries*	256	569	466	
Possible Injuries*	624	1,040	945	
Property Damage Only (PDO) Collisions	1,319	1,231	1,150	
% of Total Collision which were PDO	63.26%	54.16%	54.71%	

* Statewide Training in 1994 resulted in more complete injury identification.

Corridors Suggested by ITD Traffic Section Included in Study :

US-95 in Coeur d'Alene
US-95 in Sandpoint (4 sections)
21st St in Lewiston
SH-8 near Moscow
I-84 Caldwell to Boise
Blaine St in Caldwell
Cleveland Blvd in Caldwell
Caldwell Blvd Caldwell to Nampa
2nd St in Nampa
SH-69 Kuna to Meridian
State St in Boise
Eagle Rd near Boise
US-20 (Chinden Blvd) in Boise
US-20 (Myrtle St) in Boise
US-20 (Broadway Ave) in Boise
Fairview Ave in Boise
US-93 in Twin Falls
SH-27 in Burley
I-15B in Pocatello
17th St in Idaho Falls

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School Bus

The Problem

- There has been a reduction in the number of school bus collisions in Idaho over the past several years. There have been few serious injuries and no fatalities as a result of school bus collisions in the past three years.

- In 1995, the economic costs resulting from school bus collisions in Idaho were $1,358,000. This represents a value equal to 0.09% of the total cost of collisions.

School Bus Collisions in Idaho, 1993-1995

	1993	1994	1995	% Change 1993-1995
Total School Bus Collisions	81	81	68	-16.05
Fatalities	0	0	0	+0.00
Serious Injuries*	0	3	0	+0.00
Visible Injuries*	0	40	12	NA
Possible Injuries*	10	24	36	+260.00

* Statewide Training in 1994 resulted in more complete injury identification.

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INTERESTED IN FEDERAL HIGHWAY SAFETY GRANT MONEY?

Request for Proposal -- Highway Safety Grants
Federal Fiscal Year 1998

Each year, the Office of Highway Safety awards grants to state and local governmental units to help solve Idaho's most critical traffic safety problems. Projects are considered for funding if they address highway safety problems in one or more of these focus areas:

Impaired Drivers	Risky Driver Behavior	Bicycle and Pedestrian Safety	Emergency Medical Services
Safety Restraint Use	Youthful Drivers	Roadway Safety/Traffic Records	

The highway safety grant year begins in October and runs through the following September. This *Request for Proposal* is for projects that will begin in October 1997. The grants can support state planning to identify and quantify highway safety problems, provide startup or "seed" money for new programs, or provide new direction to existing safety programs. Grant monies may also be used for one-time acquisition of technology, system upgrades, and/or equipment purchases that will be used to solve highway safety problems where a demonstrated need exists.

Depending on the type of project, funding may be considered for one, two, or at a maximum of three years. Successful projects in their second or third year normally receive priority. Consideration is then given to new applicants that **show the greatest potential for accident or injury reduction or system improvement.**

Highway safety projects often require the grantee agency to provide a portion of the funding for the project, called matching funds. In first year projects, grant money will generally reimburse 75 percent of the total project costs; in the second year 50 percent; and in the third year 25 percent. Matching funds can be in the form of cash or resources that support the proposed project. Highway safety programs are "seed money" programs, and agencies are generally expected to assume the full cost of programs and provide program continuation at the conclusion of the grant funding. **Agencies pay 100 percent of the project costs up-front as accrued, then request reimbursement from the Office of Highway Safety in the amount of the approved federal share.** Claims for reimbursement are usually submitted monthly or quarterly.

DESCRIPTIONS OF THE FOCUS AREAS AND EXAMPLES OF PROJECTS THAT HAVE BEEN FUNDED FOLLOW:

Impaired Drivers: The goal of this program area is to remove alcohol and other drug-impaired drivers from the roads. Funds can be used for judicial system enhancements, increased law enforcement personnel and activities, local DUI task forces, equipment for DUI arrests, specialized training for jurists and law enforcement officers, and programs for public information and education, including alcohol server, designated driver, underage consumption, or other programs that could reduce impaired driving.

Safety Restraint Use: The goal of this program area is to increase seat belt and child safety seat use, promote correct usage of all safety restraint systems, and to remove unsafe child safety seats from use. Projects include community public awareness activities and projects that involve enforcement of the seat belt and child restraint laws. Projects can include adult, teen, and/or child safety restraint use as a program emphasis, as well as funding to start or improve a local child safety seat distribution program.

Risky Driver Behavior: The goal of this program area is to reduce the incidence of risky driver behaviors, such as speeding, failure to yield, following too close, or disregarding sign or signal. The goal is accomplished by enforcing and encouraging compliance with traffic laws through the development and implementation of Selective Traffic Enforcement Programs, Accident Reduction Teams, Safe Community Programs, model programs to address risky driver behavior, and other similar projects which combine effective law enforcement and public awareness activities.

Roadway Safety/Traffic Records: The goal of this program area is to improve the safety of the roadway and environment, with special emphasis on the support of records systems that aid in identifying existing and emerging traffic safety problems and evaluating program performance. Roadway projects might include funds to develop and implement systems and procedures for carrying out safety construction and operation improvements; develop guidelines and methods of highway design, construction, and maintenance; upgrade skills of highway personnel; and develop plans for conducting traffic engineering services. Traffic records projects might include enhancements to the accident analysis capability of CARS, enhancements in accident data collection, or improvements to traffic safety data systems.

Youthful Drivers: The goal of this program area is to reduce the number of injury and fatal accidents among 15-19 year old drivers. Emphasis is on enforcement and public awareness efforts directed toward this age group. Agencies are encouraged to work with local school districts, SADD chapters, and other organizations to provide a well rounded program that will reduce fatal and injury accidents.

Bicycle and Pedestrian Safety: The goal of this program area is to increase safety awareness and skills among pedestrians and bicyclists. Emphasis is on public awareness campaigns that target school-age children, teens through adult, or a statewide campaign designed to reach all age groups.

Emergency Medical Services: The goal of this program area is to enhance appropriate and timely treatment for persons injured in highway crashes. Projects might include trauma education of EMS personnel, data collection and analysis, communication networks, prevention education/injury mitigation programs, and purchase of hydraulic extrication equipment.

Highway safety funds, by law, cannot be used for highway construction, maintenance or design. Requests for grant funds are not appropriate for projects such as safety barriers, turning lanes, stop lights, and striping roadways or crosswalks.

ELIGIBILITY REQUIREMENTS

1. Grant awards can only be made to local and state governmental entities within Idaho.
2. Agencies that receive highway safety funds must have a safety restraint use policy in place prior to the start of grant funding.
3. Law enforcement agencies must demonstrate that they are enforcing the safety restraint laws.
4. There must be a demonstrable highway safety accident or systems problem.

HOW TO APPLY

Interested agencies must complete the attached Highway Safety Letter of Intent document and have it postmarked no later than February 28, 1997. Proposals should be mailed or faxed to:

Idaho Transportation Department
Office of Highway Safety
PO Box 7129
Boise, Idaho 83707-1129
Fax: (208) 334-3858

If you have any questions, please contact the Office of Highway Safety at (208) 334-8100.

TS\HS\SFTYGRNT.RPTW

LETTER OF INTENT
IDAHO HIGHWAY SAFETY GRANTS FY 1998
Submit by February 28, 1997

MAIL TO: Office of Highway Safety PO Box 7129 Boise, ID 83707-1129 Phone No.: (208) 334-8100 FAX No.: (208) 334-3858	**FOR OHS USE ONLY** **Primary Program Area:** **OHS Staff Assignment:** **Letter Out:**
1. Agency Address Contact Person: Phone No.: FAX No.: Grant Funds Requested: $ Government Agency Sponsoring Grant:	2. Mark the Focus Areas that Apply: ☐ Impaired Driving ☐ Safety Restraint Use ☐ Risky Driver Behavior ☐ Youthful Drivers ☐ Bicycle & Pedestrian ☐ EMS ☐ Roadway Safety/Traffic Records

3. Describe Your Highway Safety Problem (#3 can be done on separate paper and attached):

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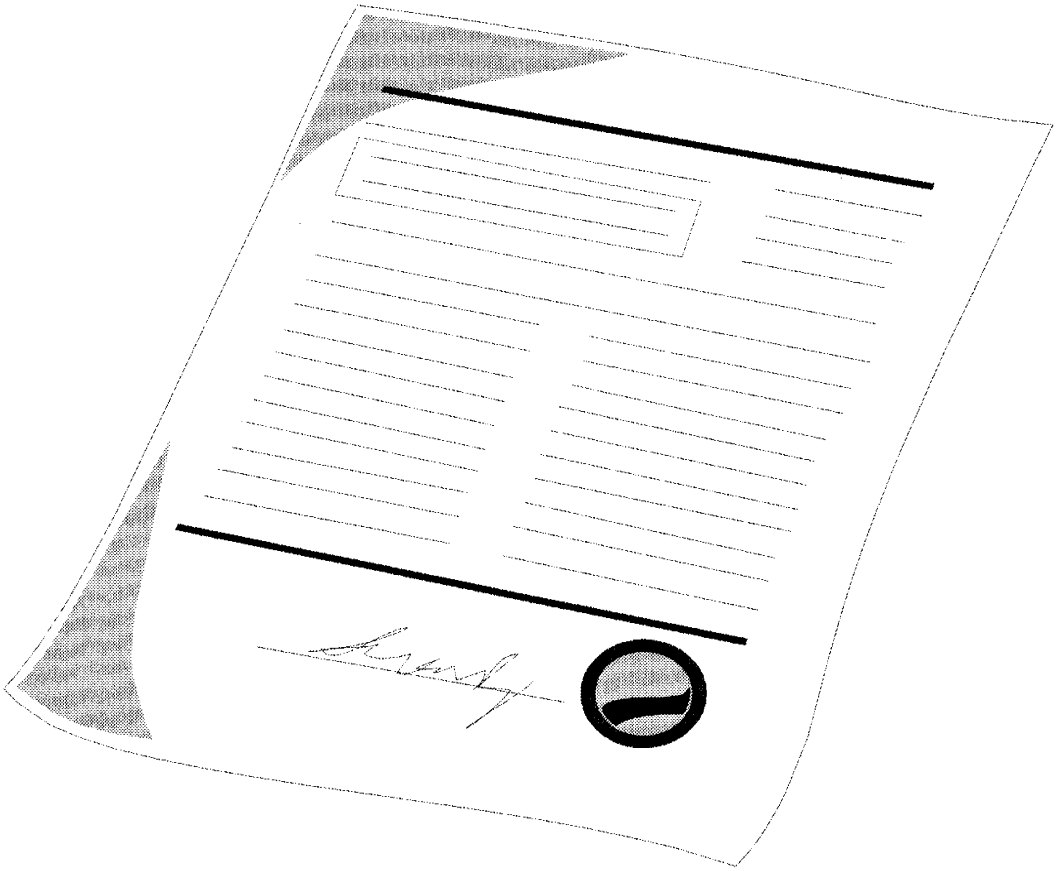
4. Describe Proposed Activities to Reduce Safety Problem Identified in #3 (#4 can be one on separate paper and attached):

5. Proposed Budget (describe the expenses you anticipate):

	Agency Match	Grant Funds
a. Personnel Costs		
_____	$_____	$_____
_____	$_____	$_____
_____	$_____	$_____
b. Contractual		
_____	$_____	$_____
_____	$_____	$_____
c. Commodities and Public Information Materials		
_____	$_____	$_____
_____	$_____	$_____
_____	$_____	$_____
d. Direct Costs (Equipment, etc.)		
_____	$_____	$_____
_____	$_____	$_____
_____	$_____	$_____
TOTALS	$_____	$_____

Certifications



Certifications

For more information contact:
Jim McFarlane
Intermodal Planning Manager
Division of Transportation Planning
Phone: (208) 334-8209
FAX: (208) 334-4432

Requirements

The Idaho Transportation Department certifies that for funds made available under 23 United States Code (U.S.C.) 134, the *Statewide Transportation Improvement Program* (STIP) was developed in accordance with all applicable requirements of the following, as described in the Code of Federal Regulations (CFR) 450.220 of the *Statewide Planning; Metropolitan Planning; Rule* dated October 28, 1993:

- 23 U.S.C. 135 and 49 U.S.C. Section 8 of the Federal Transit Act,
- Title VI - Civil Rights Act of 1964,
- Section 1003(b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 related to Disadvantaged Business Enterprises in FHWA- and FTA-funded projects,
- Provisions of the Americans with Disabilities Act,
- Provisions of 49 CFR 20 regarding restrictions on influencing certain federal activities, and
- Sections 174 and 176(c) and (d) of the Clear Air Act.

Further, the Idaho Transportation Department concurs with the self-certifications of the Ada Planning Association, Bannock Planning Organization, and Bonneville Metropolitan Planning Organization regarding the development of Metropolitan Transportation Improvement Programs.

Other Requirements

As required by 23 CFR 450.212, the STIP was developed with **public involvement** under the process adopted by the Idaho Transportation Board on March 9, 1995.

Projects contained in the STIP are consistent with the ***Idaho Transportation Plan***, as published by the Idaho Transportation Department in May 1995.

For **air quality** non-attainment and maintenance areas, the STIP conforms to the requirements contained in 40 CFR 51.

The Idaho Transportation Department, as the Governor's designee, approved the metropolitan transportation improvement programs (MTIPs) for the Ada Planning Association, Bannock Planning Organization, and Bonneville Metropolitan Planning Organization in September 1997. All federal-aid and regionally-significant projects in the MTIPs are directly included in the STIP without modification.

All projects in the three years of the STIP are selected by agreement with the metropolitan planning organizations as provided for under 23 CFR 450.222. This means that projects in the second or third year could be moved to the first year without amendment. Priority is indicated by programmed fiscal year, but any project may proceed to contract when ready and funds are available. Any projects shown beyond the first three years are only for information.

Fiscal Constraint

The table entitled "Available Funding vs. Programmed Projects" found in the "Funding Summaries" section compares the annual total costs of projects programmed in each category of funding to the anticipated annual available funding for each category. Following is the methodology for estimating available funds for each transportation mode or program.

Highway Funding Assumptions

The table entitled "Available Funding vs. Programmed Projects" found in the "Funding Summaries" section shows the funding Idaho anticipates receiving in the next six years. Because actual funding is not known until after the beginning of each fiscal year, assumptions are made regarding future funding to allow continued development of projects. Following is a comprehensive list of assumptions used to develop the highway funding levels.

FEDERAL FUNDING ASSUMPTIONS

- There will be a re-authorization of the Federal-aid Highway Funding Program in FY 1998, which will be similar to the current Intermodal Surface Transportation Efficiency Act (ISTEA).

- With the National Highway System (NHS) approved by Congress, NHS funding will continue in FY 1998 and beyond.

- Federal-aid apportionment is based on the following assumptions:

    - Assumed program structure is based on current ISTEA funding structure and may not accurately reflect the highway act that replaces ISTEA.

    - Apportionment for all years is estimated at $115.24 million, the same level as FY 1997 (excluding $1.085 million in Restoration funds).

    - Obligation Authority (for formula funding) for all years is estimated at $106.0 million, which is the average obligation authority (excluding redistribution) for fiscal years 1992-1997 under ISTEA.

- The FY 1998-2002 Highway Development Program does not include any year-end redistribution of obligation authority not used by other states.

- The "Available With Match" amounts represent the level of funds estimated to be available to program projects. These amounts are reduced 5 percent each year (FY 1999 and beyond) to allow for the estimated effects of inflation on project costs.

- The department will apply for Interstate 4R Discretionary funds (if these funds are authorized in the new act), to modify the I-184, "Wye" Interchange in Boise. The first stage of this project is planned for FY 1998 and the second stage in FY 2000. Application for funding for these projects will compete with other Interstate Discretionary projects nationally, which makes funding uncertain.

- Public Lands are also a separate discretionary program. Last year the department applied for Public Lands Discretionary Funding for reconstruction of the Mesa Falls Scenic Byway. This application was denied and Mesa Falls will now be funded in FY 1998 through the regular Forest Highway Program. A Public Lands application will be submitted for the Mesa Falls project to avoid building the project in two stages, provided Public Land Discretionary money continues in the new act. Application for funding for these projects competes nationally with other Public Land Discretionary applications, which makes funding uncertain. The Board approved the Forest Highway Program on March 19, 1997.

- The department applied for and received Emergency Relief funds in FY 1997 for two flooding and slide disasters that occurred in Districts 1, 2, and 3. These funds are used to rehabilitate roads to their original condition before the disaster occurred. The final costs of the 1997 flood events is still being determined and funds have been carried over into FY 1998 to complete the repair of roads damaged in the FY 1997 floods.

STATE FUNDING ASSUMPTIONS

State-Funded Projects

- An amount of $23.5 million is available for the State-Funded Program in FY 1998 and $18 million in FY 1999 - 2001. This is an increase of $2.0 million over prior years when the funding level was $16.0 million. Pavement surface treatment projects until now have been accomplished in the State Maintenance Program but starting in FY 1999 they are being transferred to the ST Program. The department's FY 1999 budget request will move $2.0 million from the state maintenance operations budget to the State-Funded Construction Program.

Restricted-Fund Projects

- An amount of $26.9 million is available for the Restricted State-Funded Program in FY 1998, $23.6 million in FY 1999, $23.9 million in FY 2000, and $24.0 in FY 2001.

- Funding for the Restricted State-Funded (STR) Program comes from a fuel-tax increase of $.04 per gallon of gas that went into effect April 1, 1996. The tax increase placed two restrictions on the revenues collected: (1) the first $6.0 million collected was to be used as match for both local and state Emergency Relief federal-aid funds, and (2) all revenues collected were to be used for highway construction work.

- An additional $.01 per gallon has also reverted to the Restricted Highway Fund from the Petroleum Clean Water Trust Fund, increasing the available funding in this program beginning in fiscal year 1998.

- During the 1997 session, the Legislature designated an additional $6.0 million from the Restricted State Fund to be set aside for state and local match for FHWA and FEMA funds. Of this, $3.0 million was appropriated for the flooding event in December 1996 - January 1997, and $3.0 million was appropriated for any potential floods in the remaining calendar year of 1997.

- Any of the appropriated $12.0 million ($6.0 million in FY 1996 and $6.0 million in FY 1997) funds which are not required for state and local match will revert back to the Restricted State Fund at 50 percent to the locals and 50 percent to the state. This possible additional revenue is not currently reflected in FY 1998.

Aeronautics Funding Assumptions

Both the federal and state programs are grant programs funded by user taxes. Funding is determined by the approval or disapproval of each grant application. Available funding levels are estimated on appropriation and authorization levels. Federal-aid airport grants are from the Federal Aviation Administration direct to the airport owner (city, county, and/or state) and do not pass through the Idaho Transportation Department. State funds provide grants for improvements not eligible for federal assistance in addition to assisting with matching funds for federal-aid grants.

Public Transit Funding Assumptions

The Public Transit Program is a grant program. Available funding is estimated in FY 1997 by the House Appropriations bill. Historical funding tends are used to estimate FY 1998 and FY 1999. If a grant is not approved by the Federal Transit Administration, the project will not be funded, thus maintaining fiscal constraint.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) is the basic law under which all federal transportation programs are funded. More specifically, Title III, the Federal Transit Act Amendments, is the authority for the funding of several public transportation programs. They are administered by the Federal Transit Administration (FTA) through the Idaho Transportation Department's Division of Public Transportation and consist of the following:

- Demonstration funds are available which are "discretionary" funds generally allocated for specific capital projects approved by Congress.

- The Division and Metropolitan Planning Organization's receive planning funds known as Section 5303 and 5313 which are allocated by statutory formula. A 20% match is required.

- Urban transit assistance funds known as Section 5307 are allocated to the three metropolitan areas by statutory formula. A 50% match is required for operations, 20% match for capital expenditures, and 10% match for capital expenses related directly to the compliance with the American's With Disabilities Act.

- Capital and purchase of service funds known as Section 5310 are distributed for assistance to the "elderly and disabled."

- Rural transportation funds known as Section 5311 are allocated for small city/rural public transportation service providers. A 50% match is required for operations and a 20% match is required for administrative and capital expenditures.

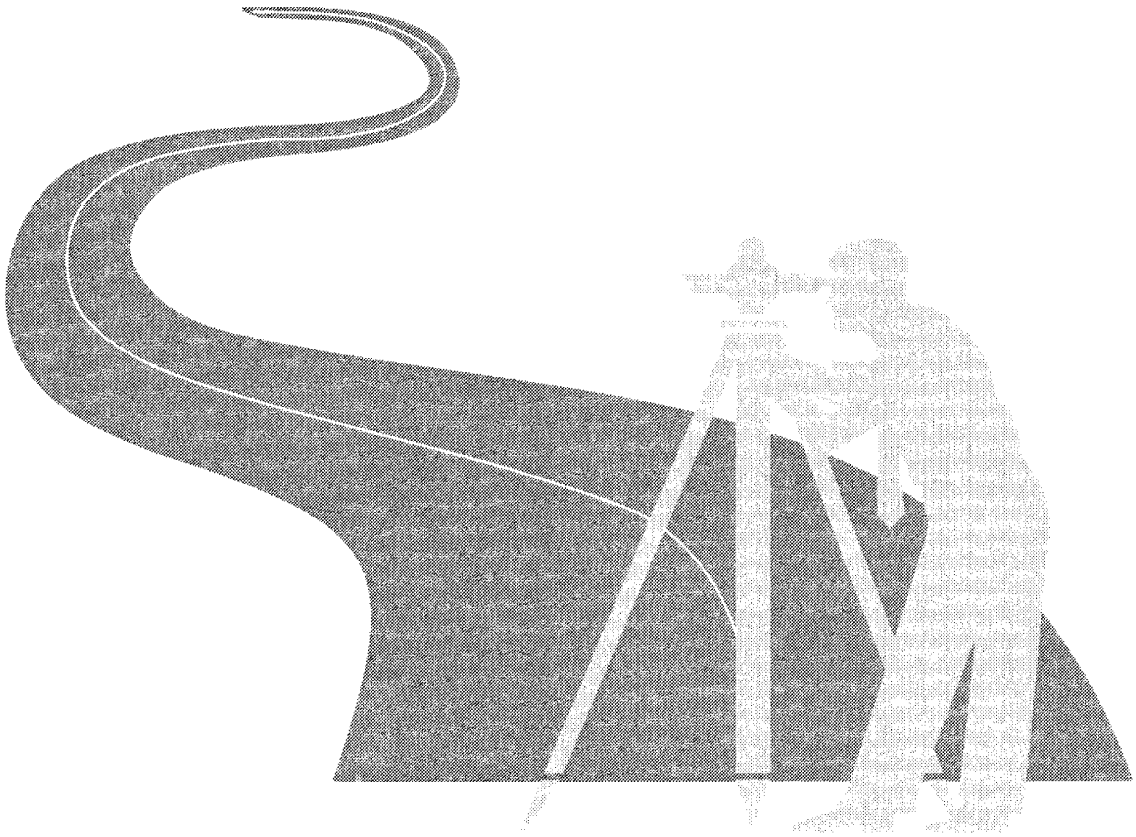
- Rural Transportation Assistance Program funds are allocated for technical assistance and training in rural areas.

- Congestion Mitigation and Air Quality funds can be spent on public transportation projects at the discretion of the Idaho Transportation Board. If spent, these funds are administered through FTA.

State Rail Funding Assumptions

Federal funding for the Local Rail Freight Assistance (LRFA) program, or any similar program enacted into law (the LRFA program has not been funded since 1995), is provided by the Federal Railroad Administration (FRA) as a national grant program. Available funding is estimated using recent historical trends. The railroad, shippers, or other private/local sources provide the required local match. If the current update to the *State Rail Plan* identifies a qualified project or projects, and the railroad agrees to the terms of the project, an application will be made to the FRA. Projects on this program are contingent upon the amount of grant funds made available. Only the projects or portions of projects approved for a grant will be funded, thus maintaining fiscal constraint.

STIP Development & Amendment Process



STIP Development & Amendment Process

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Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) must be based on a transportation planning process. The transportation planning process establishes policy and addresses the overall direction in the allocation of resources and coordination of the different modes of transportation. It classifies the various systems according to their function and assesses the performance and condition of the different modes and makes recommendations for improvements. It reviews the relationship of transportation to land use, economic development, the environment, and energy use. The process allows for public involvement in transportation planning for coordination with local governments and other agencies and for transportation funding and management of the department.

System plans are developed for individual modes of transportation. Through these plans, systemwide as well as specific facility needs are assessed along with prioritizing resources.

STIP Development

The STIP is a priority list of projects/programs to be carried out during the next three years (FY 1998-2000) by the Idaho Transportation Department. Also included are projects developed by each of Idaho's three metropolitan planning organizations (MPOs) located in Boise, Idaho Falls, and Pocatello.

As required by 23 and 49, *Code of Federal Regulations* (CFR), regarding the Statewide Planning; Metropolitan Planning; Rules, the state shall develop a STIP. The STIP shall include:

- A list of priority transportation projects proposed to be carried out in the first three years of the STIP. This list must be in conformance with each MPO's Metropolitan Transportation Improvement Program (MTIP);

- Cover a period of not less than three years, but at state discretion cover a longer period. Projects beyond three years are for information purposes only and are not subject to or submitted for approval by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA);

- Contain only projects consistent with the policies stated in the department's 20-year *Idaho Transportation Plan*;

- In air quality non-attainment and maintenance areas, contain only transportation projects found to conform, or from programs that conform to air quality standards in the Clean Air Act;

- Be financially constrained by year and include sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the system as a whole is being adequately operated and maintained;

- Contain all capital and non-capital transportation projects (including transportation enhancements, Federal Lands Highways projects, trails, pedestrian walkways, and bicycle transportation facilities), or identified phases of transportation projects;

- Contain all regionally-significant transportation projects requiring an action by FHWA or FTA;

- Include for each project sufficient descriptive material; estimated total cost; amount of federal funds proposed to be obligated during each program year; for the first year, the proposed category of federal funds and source(s) of non-federal funds; for the second and third years, the likely category or possible categories of federal funds and source(s) of non-federal funds; and identified agencies responsible for carrying out the project; and

- For non-metropolitan areas, include only those projects which have been selected in accordance with the project selection requirements.

Funding

Funds made available under 23 and 49 U.S.C. require the department to certify the STIP was developed in accordance with all applicable requirements of the Federal Transit Act, Title VI of the Civil Rights Act, sections related to disadvantaged business enterprises in FHWA- and FTA-funded projects, provisions of the American with Disabilities Act, and sections of the Clean Air Act. In addition, we must certify the program was developed with public involvement and is consistent with the Metropolitan Transportation Improvement Programs.

Amendment Procedures

Definition of Amendments

- The STIP is a three-year document. Any addition or deletion of a project to the STIP requires an amendment.

- A change in project funding source across modes for projects within the existing STIP requires an amendment; e.g., the funding for a project changes from transit to highway or vice versa.

- A change in funding priority within the existing STIP among highway funded projects only or among transit funded projects only **does not** require an amendment.

Approvals

Non-attainment areas:

- Amendments that involve projects which are air quality neutral as defined in the DOT/EPA Interim Conformity Guidance can be individually approved by the appropriate modal agency.

- Amendments that involve projects that are not air quality neutral require joint FTA/FHWA approval.

Attainment areas:

- Amendments that deal only with highway project for highway project actions and transit project for transit project actions and which are not of intermodal nature can be individually approved by the appropriate modal agency.

- Amendments that deal with funding across modes, or that involve projects of intermodal nature or interest (including but not limited to, HOV facilities, park-and-ride lots, or car pools) require joint FTA/FHWA approval.

Copies of all approved amendments must be provided to the other agency for information and to ensure that each agency is maintaining the same up-to-date STIP document.

Public Involvement

- Shifting existing projects within the STIP will not require new public involvement since initial public involvement for the STIP covered the entire STIP time frame (3 years). The

department has completed public involvement and considered public comments for the currently shown program.

- The addition or deletion of projects from the STIP will require public involvement only in the region affected by the project.

Project Selection

The STIP is a three-year program with projects prioritized by year. This allows flexibility for the projects to move within the three-year time frame. The selection process may be concurrent with the project shift to the first year or may be a subsequent action. Any change in funding priority will require documentation that the state, MPO, or local agency responsible for project selection involved in the proposed changes have agreed to the proposed changes in funding priority. Projects originally in the first year must be implemented in the next year or accounted for in subsequent STIPs.

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