



Working together to plan for the future

FY2017-2021 Regional Transportation Improvement Program

Report Number 1-2017

Adopted by the COMPASS Board of Directors October 17, 2016
Resolution No. 01-2017

Amended: December 13, 2016, February 27, 2017, April 17, 2017,
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RESOLUTION NO. 01-2017

**FOR THE PURPOSE OF APPROVING THE
FY2017-2021 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

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

WHEREAS, the Fixing America's Surface Transportation (FAST) Act, Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a Transportation Improvement Program;

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

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

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

WHEREAS, a public comment period was held between August 19 and September 19, 2016, for people to review and comment on proposed projects in the program;

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

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2017-2021 Regional Transportation Improvement Program for Ada and Canyon Counties, and corresponding air quality conformity demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves the Final FY2017-2021 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

DATED this 17th day of October 2016.

APPROVED:

By: 

**Sara Baker, Chair
Community Planning Association
of Southwest Idaho Board of Directors**

ATTEST:

By: 

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

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I. INTRODUCTION

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

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

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

The first four years of the TIP are of particular interest since the years are considered as "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning stage to the implementation stage. Per federal regulations, information on the status of projects in the first year of the previous TIP will be posted online by December 2016 at www.compassidaho.org/prodserv/transimprovement.htm under "Annual Listing of Projects."

This document includes all federally funded projects and those non-federally funded projects deemed "regionally significant" for air quality conformity purposes in Ada County (see page 18 for the definition of "regionally significant"). The TIP projects identified in this document are within the estimates of available funds from a variety of sources, both federal and non-federal.

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

Figure 1: COMPASS Planning Area
 COMPASS Planning Area

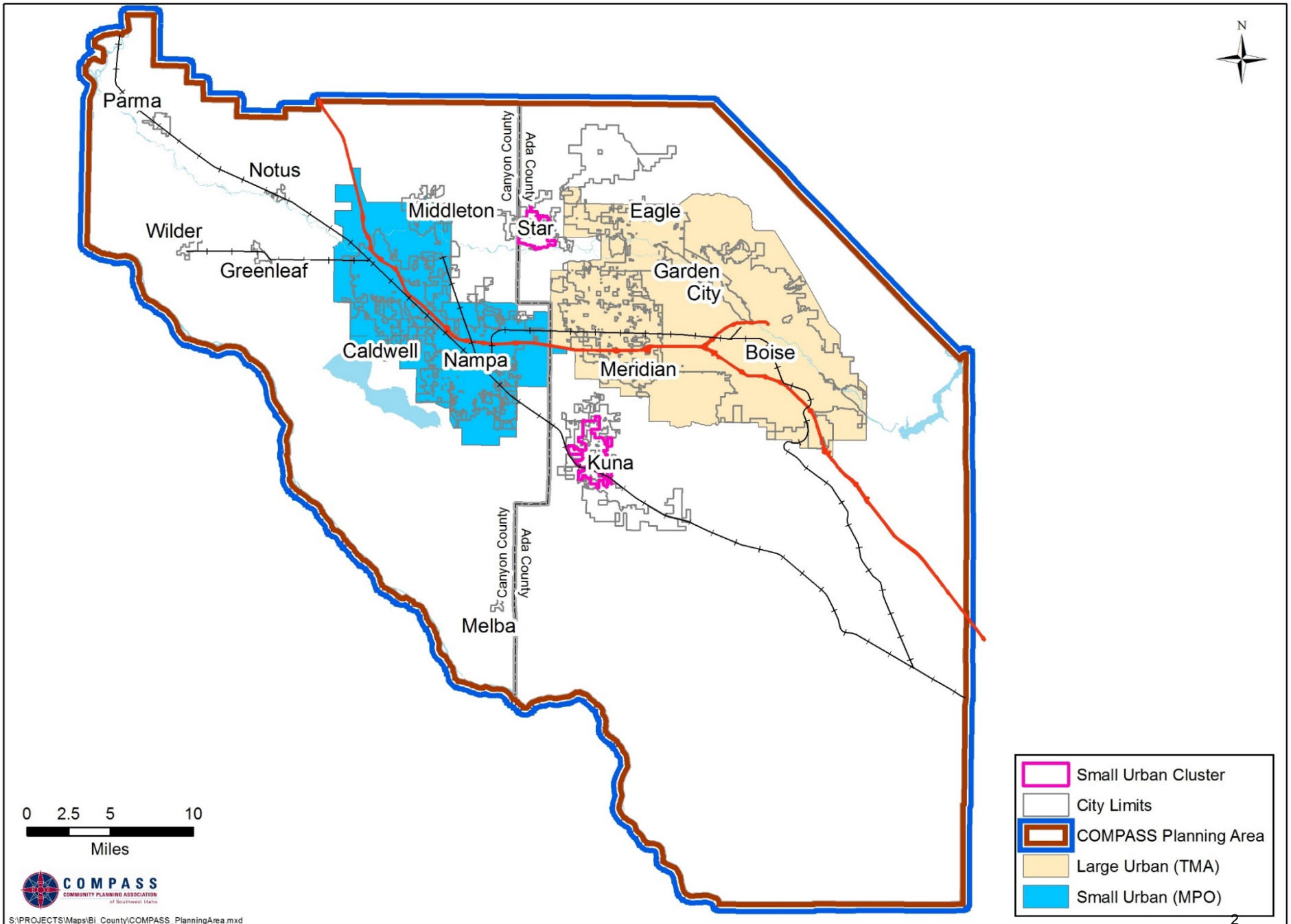
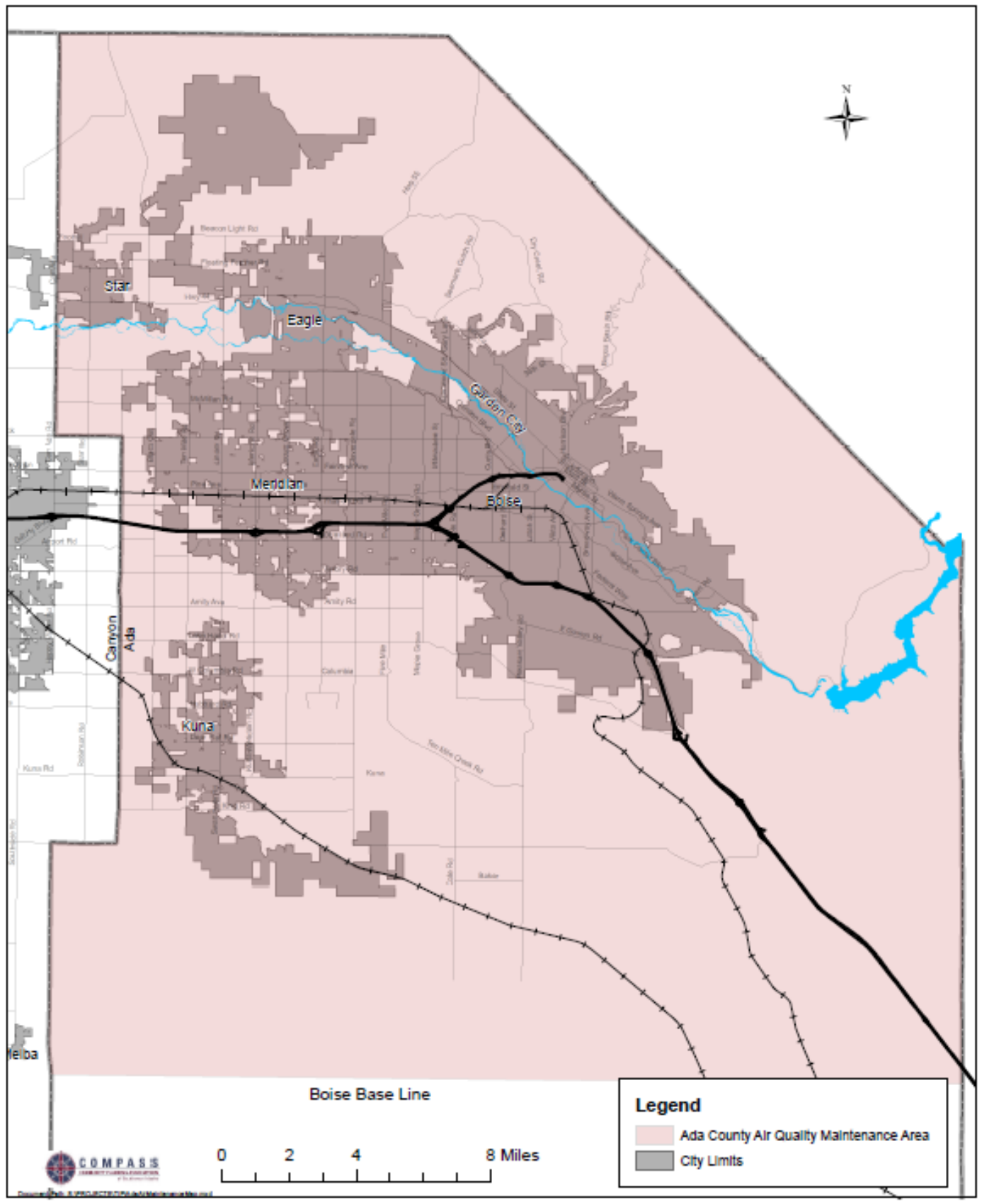


Figure 2: Northern Ada County Air Quality Maintenance Area



II. FORMATTING

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

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

III. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP begins approximately 16 months prior to its final approval. This effort includes requesting input from the local governments in the Boise and Nampa Urbanized Areas, local governments outside the urbanized areas within Ada and Canyon Counties, and the general public. Public outreach efforts were guided by, and comply with, requirements and recommendations outlined in the COMPASS Public Involvement Plan (Section II of the *COMPASS Integrated Communication Plan*, www.compassidaho.org/people/publicinvolvement.htm). Chapter 5 of the *Integrated Communication Plan* specifically outlines the public involvement process for the TIP.

Local Governments' Input. Some local governments in Ada County have a designated transportation task force committee to provide input into the development of the annual TIP and ACHD's Five-Year Work Plan. From August through December 2015, staff from COMPASS, ITD, and VRT met with elected officials, designated transportation task force committees, and local government staff in Ada County to solicit their desired transportation projects for inclusion in this document. Staff from COMPASS, ITD, VRT, and the Local Highway Technical Assistance Council (LHTAC) met with representatives of governments in Canyon County during this same time period to solicit their desired transportation projects.

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

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

30-Day Public Comment Period. Public comment on the draft FY2017-2021 TIP project list was solicited from August 19 through September 19, 2016. The public comment period was promoted online on the COMPASS webpage¹, COMPASS social media accounts, and online community calendars; in a news release, newspaper advertisements, and legal notices; via email and postcards; and with fliers distributed to local libraries and public offices. Social media content focused primarily on the TIP, but also on Valley Regional Transit's Program of Projects and the COMPASS Board of Director's decision (2014) to allocate all federal funding on maintenance projects. Links

¹ www.compassidaho.org

to the COMPASS social media accounts used to promote the public comment are provided below. All promotional materials, including online and hard-copy, included a link to the COMPASS website where comment opportunities were featured prominently.

All legal notices, news releases, emails, comment forms, postcards, and content on the COMPASS website included the language "...including the federal Program of Projects proposed for funding by Valley Regional Transit..." and "[t]he COMPASS public participation process is being used to satisfy VRT's Urbanized Area Formula Grant Program of Projects public outreach requirement," to fulfill VRT's outreach requirements. VRT's Program of Projects was also provided on the COMPASS website.

COMPASS Website. All draft TIP materials, including those for the air quality conformity analysis and FY2017 federal Program of Projects proposed for funding by Valley Regional Transit were available on the COMPASS website² from August 19 through September 19, 2016. Other pages on the COMPASS website contained related information and directed viewers to this page.

Public comment materials posted online included the detailed and basic project lists, the major changes list, VRT's FY2017 federal Program of Projects, the draft air quality conformity demonstration, an interactive map of projects contained in the TIP, a TIP brochure, and fact sheets related to air quality conformity and understanding the TIP. Comment forms and information on how and where to comment, including information on the open house and a list of locations with comment materials, were also posted online.

Open House. COMPASS hosted one open house: Thursday, August 25, 2016, 10:30 a.m. – 7:30 p.m. in the COMPASS Board Room in the City of Meridian. COMPASS staff provided an overview of the TIP and representatives from ITD, ACHD, VRT, and the cities of Kuna and Meridian gave brief presentations on projects in the TIP that are managed by their agencies. Twelve people attended the open house to ask questions and submit comments.

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

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

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

Legal Notice. COMPASS published a legal notice for the TIP public comment period in *The Idaho Statesman* (August 19, 22, and 23, 2016) and the *Idaho Press Tribune* (August 19, 23, and 24, 2016).

Display Advertisements. Display advertisements promoting the public comment period and open house appeared in the *Idaho Statesman* and the *Idaho Press Tribune* (August 19 and 25 and September 13, 2016), the *Valley Times* (August 22 and 29, September 5 and 12, 2016), and the *Kuna Melba News* (August 25, September 8 and 15, 2016). In addition, a digital ad was placed on www.idahostatesman.com (August 19 and 25 and September 13, 2016). No Spanish-speaking newspapers were in business in the Treasure Valley during the public comment period.

News Release. COMPASS sent one news release notifying the public of the comment period and open houses; the news release was sent to local and regional media on August 19, 2016. One news article ([Idaho Press Tribune](#)³, August 21, 2016,) resulted from the news release.

Email and Mail. COMPASS sent four email messages to approximately 1,200 people, publicizing the TIP public comment period. The first message, sent on August 19, 2016, announced the opening of the public comment period. Second and third email messages were sent on August 24 and September 9, 2016, as reminders that the public comment period was open. A final email was sent on September 15, 2016, to inform readers that the comment period would close in four days. COMPASS requested that member agencies and other partners forward the emails to their email lists, so the emails received a wider distribution than can be accounted for.

In addition, COMPASS mailed 23 postcards on August 19, 2016, to interested individuals who prefer to be contacted via US mail.

Flier. COMPASS created a flier (English⁴ and Spanish⁵) advertising the TIP public comment period and open house; the fliers were distributed to 17 public locations in the two-county area to display. The fliers were also displayed at the COMPASS office and sent to COMPASS committee members with a request to post them in their offices and other public places within their jurisdictions.

Social Media. COMPASS posted information about the comment period on its [Facebook](#)⁶, [Twitter](#)⁷, and [Instagram](#)⁸ accounts throughout the public comment period.

- Facebook: COMPASS posted information about the TIP public comment nine times between August 19 and September 19, 2016. These Facebook posts resulted in a total “reach” of 1,255 viewers.
- Twitter: COMPASS tweeted information about the TIP public comment 33 times between August 19 and September 19, 2016. These tweets resulted in a total of 3,459 viewer “impressions.”
- Instagram: COMPASS posted information about the TIP public comment two times between August 19 and September 19, 2016.

³ <http://compassidaho.org/documents/comm/articles/2016/COMPASSseekscomment.pdf>

⁴ www.compassidaho.org/documents/prodser/trans/FY17/PublicCommentFlyerEnglish.pdf

⁵ www.compassidaho.org/documents/prodser/trans/FY17/PublicCommentFlyerSpanish.pdf

⁶ <https://www.facebook.com/COMPASSIdaho>

⁷ <https://mobile.twitter.com/COMPASSIdaho>

⁸ <https://instagram.com/compassidaho/>

Executive Director’s Blog. COMPASS used the [Executive Director’s blog](#)⁹ to help publicize the comment period and discuss issues related to the public comment materials. Two blogs were posted during the public comment period, “TIP Top Ten” and “How do you eat an elephant?” Blogs were posted on August 24 and September 1, 2016.

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

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

Brochure. COMPASS staff updated a brochure explaining the TIP; the English¹⁰ and Spanish¹¹ versions were available on the COMPASS website, at the COMPASS office, at libraries with other comment materials, and at the open house.

Spanish Translation. COMPASS translated the public comment flier, TIP brochure, and TIP comment form (hard copy and online) into Spanish. In addition, the TIP web page content concerning the public comment period was provided in Spanish.

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

Public comment demographics	
County of residence	
Ada County	59%
Canyon County	14%
Not specified/other	27%
Sex	
Male	50%
Female	25%
Not specified	25%
Age	
Under 20	-
20-34	4%
35-49	34%
50-64	8%
65 or older	12%
Not specified	42%
Race/Ethnicity	
Black	-
Hispanic	-
American Indian/Alaska Native	4%
White	58%
Asian/Pacific Islander	4%
Other	-
Not specified	34%
Disability	
Yes	58%
No	-
Not specified	42%

The majority of comments showed concerns about congestion – specifically related to State Highway 20/26 (Chinden Road) and Eagle Road projects - and were either in favor of or in opposition to planned efforts to alleviate congestion by widening these roadways.

Several comments also recommended or expressed appreciation for alternative transportation plans in the TIP, including bicycle and pedestrian network improvements and safety projects.

Comments regarding public transportation projects in VRT’s FY2017 Program of Projects expressed a need for expanding the bus service in southwest Boise, Kuna, and rural communities in Ada and Canyon Counties.

⁹ <http://www.compassidaho.blogspot.com/>

¹⁰ www.compassidaho.org/documents/prodserv/trans/FY17/TIPbrochure_FY17-20.pdf

¹¹ www.compassidaho.org/documents/prodserv/trans/FY17/TIPbrochure_FY17-21_Spanish.pdf

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

In addition, ITD received 199 comments during their public comment period, mostly related to support for the widening of US 20/26 between Locust Grove and SH-55 (Eagle Road)¹². None of the comments resulted in changes to the approval of the FY2017-2021 TIP.

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

Two comments received resulted in additional consideration:

1. Canyon Highway District provided support to advance preliminary engineering consulting funding from FY2019 to FY2017 for Key Number 13494, a project to replace the Plymouth Street Bridge in Caldwell. Canyon Highway District had earlier requested through the End-of-Year program to move the funds from FY2019 to FY2016. Funding became available to fulfill the original request, and design funds were advanced to FY2016 in mid-September 2016.
2. The City of Boise requested that a pavement maintenance project on Front and Myrtle Streets (US 20/26, Key Number 19727) that was scheduled to advance from FY2019 to FY2017 to remain in FY2019. RTAC recommended the COMPASS Board approve the FY2017-2021 TIP with this change. During to the COMPASS Board meeting, the City of Boise withdrew the request, based on additional information. The COMPASS Board approved the FY2017-2021 TIP including advancing of the project, as proposed by ITD.

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

Those needing assistance, including assistance in submitting written comments, may call 208/855-2558 with 48 hours advance notice.

Personas que necesitan asistencia especial, llamar al número 208/855-2558 con 48 horas de aviso.

III. TIP ACHIEVEMENT

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

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

¹² <http://www.compassidaho.org/documents/prodserv/trans/FY17/ITD-ITIPCommentsCOMPASS.pdf>

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

Table 1: TIP Achievement Categories

TIP Achievement Categories	Example of Type of Projects	CIM 2040 Performance Measures ¹
Maintenance	<ul style="list-style-type: none"> Overlays or chip seals Preventive maintenance on vehicles 	*
Transportation Infrastructure	<ul style="list-style-type: none"> Bridge repair or rebuild Bus or van replacement Increase bus service 	1-3, 10-13
Congestion Reduction/System Reliability	<ul style="list-style-type: none"> Add park and ride spaces Increase vanpool service Increase opportunities to walk and ride bicycles 	4-9, 26-29
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> Safety or capacity improvements to decrease congestion on freight routes 	14
Transportation Safety	<ul style="list-style-type: none"> Safety projects for autos, sidewalks, bicycle paths, or public transportation services or facilities (such as bus stops or transfer stations) 	15-24
Environmental Sustainability	<ul style="list-style-type: none"> Additional public transportation service New sidewalks or pathways Signalization improvements to improve traffic flow 	25
Land Use	<ul style="list-style-type: none"> Improve quality of living in downtown or fill areas 	31
Housing	<ul style="list-style-type: none"> Widen a medium-to-high congested road to increase access to employment opportunities 	38
Community Infrastructure	<ul style="list-style-type: none"> New sidewalks in urban areas 	41-42
Health	<ul style="list-style-type: none"> Specifically add connectivity and accessibility option to parks, schools, or grocery stores 	44-47
Open Space	<ul style="list-style-type: none"> New or improved connections or access to parks and pathway amenities, such as the greenbelt 	50-52
Farmland	<ul style="list-style-type: none"> Maintaining a roadway, but not purchasing prime farm land to widen the road 	55-56
Support	<ul style="list-style-type: none"> Planning projects Staff salary Technology improvements Public transportation operations 	**

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

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

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

¹³ <http://www.compassidaho.org/documents/prodserv/PerformanceMeasuresBoardofficial.pdf>

Table 2: Criteria for TIP Achievement Categories (PM = performance measure)

TIP Achievement Categories	Criteria
Maintenance*	Does the project: <ul style="list-style-type: none"> • Improve a roadway using preventive maintenance techniques such as an overlay, thin lift overlay, or micro seal? • Maintain vehicles for public transportation (such as oil changes, tires, or engine overhaul)
Transportation Infrastructure	Does the project: <ul style="list-style-type: none"> • Improve a "functionally obsolete" bridge back to functional condition? (PM 1) • Improve a "structurally deficient" bridge back to quality condition? (PM 2) • Improve public transportation vehicles to extend vehicle life (PM 3) or provide new public transportation vehicles (PM 10-13)?
Congestion Reduction/ System Reliability	Does the project: <ul style="list-style-type: none"> • Improve capacity on the transportation network? (PM 4-6, 9) • Add park and ride spaces? (PM 7) • Add vanpool vehicles? (PM 8) • Add a bus route or improve quality of service? (PM 10-13) • Add, improve, or plan for bicycle or pedestrian infrastructure? (PM 26-29)
Freight Movement and Economic Vitality	Does the project improve capacity or travel time on freight corridor? (PM 14)
Transportation Safety	Does the project propose a reduction in the number of auto, bicycle, pedestrian, or public transportation related crashes? (PM 15-24)
Environmental Sustainability	Does the project reduce vehicle emissions by: <ul style="list-style-type: none"> • Increasing public transportation (including vanpool) options? (PM 25) • Increasing bicycle and pedestrian infrastructure? (PM 25) • Adding signalization or traffic timing, which improves traffic flow? (PM 25)
Land Use	Is the project located in or improve multimodal access to: <ul style="list-style-type: none"> • A designated downtown area? (PM 31) • A current or CIM 2040 designated Major Activity Center? (PM 33) • An infill area (see map14)? (PM 34)
Housing	Does the project increase access to additional employment: <ul style="list-style-type: none"> • Improves congestion on a roadway considered "medium congestion" or "high congestion" based on the most recent travel time index 15? (PM 38)
Community Infrastructure	Is the project: <ul style="list-style-type: none"> • Within city limits? (PM 41) • Within a city area of impact? (PM 42)
Health	Does the project improve bicycle and/or pedestrian infrastructure: <ul style="list-style-type: none"> • Within ¼ mile of a park, school, or grocery store? (PM 44-47)
Open Space	Does the project improve bicycle/pedestrian access to or build (see map 16): <ul style="list-style-type: none"> • A trail and/or pathway? (PM 50) • The greenbelt? (PM 51) • Parks or open space? (PM 53)
Farmland	Does the project include widening roadways adjacent to farmland? (PM 56)
Support**	Does the project provide support, such as planning, staff salaries, or operations of public transportation?

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

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

¹⁴ http://www.compassidaho.org/dashboard/Maps/Infill_Areas_14.jpg

¹⁵ http://www.compassidaho.org/documents/prodserv/reports/2014_ChangeinMotionReportFinal.pdf (page 13)

¹⁶ http://www.compassidaho.org/documents/prodserv/CIM2040/Maps/CurrentPathways_5_1%5bConverted%5d.pdf

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

Table 3: Analysis of TIP Achievement

TIP Achievement Category	*Number of Projects	*Dollar Amount	Percentage of Dollar Amount
Maintenance	53	\$122,631,000	31.64%
Transportation Safety	69	\$42,997,000	11.09%
Congestion Reduction/System Reliability	44	\$27,229,000	7.03%
Support	40	\$57,461,000	14.83%
Freight Movement and Economic Vitality	40	\$67,641,000	17.45%
Transportation Infrastructure	28	\$34,363,000	8.87%
Environmental Sustainability	25	\$10,894,000	2.81%
Health	16	\$4,349,000	1.12%
Open Space	11	\$6,010,000	1.55%
Land Use	10	\$1,423,000	0.37%
Housing	10	\$6,133,000	1.58%
Community Infrastructure	10	\$4,461,000	1.15%
Farmland	1	\$1,988,000	0.51%

*Most projects are reported in multiple TIP achievement categories.

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

IV. AIR QUALITY CONFORMITY

The Interagency Consultation Committee (ICC) approved the assumptions and methodologies employed in the development of the regional emissions analyses in this demonstration on July 12, 2016. The roadway project list was also approved by the ICC on July 12, 2016. A complete listing of the ICC requirements can be found in Idaho Administrative Code (IDAPA 58.01.01.563-574).

Finding. *Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update*¹⁷ contains motor vehicle emissions budgets for three pollutants: coarse particulate matter less than 10 microns in size (PM₁₀), nitrogen oxides (NO_x), and volatile organic compounds (VOC). Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the FY2017-2021 TIP. The complete air quality conformity demonstration, *Conformity Demonstration of the FY2017-2021 Regional Transportation Improvement Program*, Report Number 02-2017, is provided under separate cover and can be found online¹⁸.

V. LOCAL PLANNING ACTIVITIES

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

2016-2020 Integrated Five-Year Work Plan, ACHD, October 28, 2015.

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

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

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

Draft FY2017-2021 Integrated Five-Year Work Program, ACHD.

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

Idaho's Mobility and Access Pathway (IMAP), A Mobility Management Focus Area of the Idaho Transportation Vision 2004-2013, adopted by the Idaho Transportation Board on April 1, 2008.

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

Idaho Transportation Investment Program, FY2017-2021, Public Review Draft, ITD, July 2016

¹⁷ http://www.deq.idaho.gov/media/971222-ada_county_pm10_sip_0213.pdf

¹⁸ <http://www.compassidaho.org/prodserv/aq-demo.htm>

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

Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update, submitted to EPA, March 2013¹⁹.

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

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

Valleyconnect, approved by the VRT Board of Directors, August 2011.

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

VI. FUNDING CATEGORIES

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

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

COMPASS staff created a funding fact sheet²⁰ titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below.

A. Highway Preservation Program

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

1. Bridge Preservation

This program provides for bridge deck rehabilitation and bridge repair.

2. Pavement Preservation

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

3. System Support

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

¹⁹On May 17, 2013, EPA announced receipt of the maintenance plan and issued determination of adequacy of the motor vehicle emission budgets for transportation conformity purposes.

²⁰http://www.compassidaho.org/documents/prodserv/trans/FY15/Funding_Source_Factsheet.pdf

4. Traffic Operations

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

B. Highway Improvements

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

1. Bridge Restoration

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

2. Early Development (ED)

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

3. Federal Lands Access Program (FLAP)

This program improves transportation facilities that provide access to, are adjacent to, or are located within Federal lands. FLAP funds supplement state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is managed by Western Federal Lands, a division US Department of Transportation.

4. National Highway Freight Program (Freight)

This program is new under the FAST Act to incorporate improvements specific to freight movement on interstates and National Highway Freight Network.

5. Restoration

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

6. Safety - Highway Safety Improvement Program (HSIP)

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

7. Sales Tax Anticipated Revenue (STAR)

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

8. Strategic Initiatives

This is a new program administered by ITD to fund larger safety, mobility and projects promoting economic opportunity projects across the state using a statewide competitive process.

C. Local Programs

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

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

1. Bridge Local

Local Bridge program funds are for the replacement or rehabilitation of bridges that have a qualifying "sufficiency rating," generally of 50 or lower.

2. Local Participating

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

3. Local (Regionally Significant)

This category refers to locally-funded projects (no state or federal funding) that are included in the TIP because they meet the definition of regionally significant.

4. Non-Participating (Local)

This category is used when local funds are used on a project not intended to be used as federal match, or participate in a federal project in any way. In some cases, the project could convert from a locally-funded project to a federally-funded project in the future. These projects are designed to federal standards.

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

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

6. Surface Transportation Block Grant - Rural (STP-R)

Local STP-R program funds are for projects in small towns and rural areas with populations under 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified as rural major collectors or higher; however, these funds are flexible and can be used for

many transportation improvements. In Idaho, the LHTAC assists ITD with the administration of this federal program.

In the FAST Act, the program name changed to Surface Transportation Block Grant Program (STBG); however, COMPASS and ITD still reference the funds as Surface Transportation Program (STP).

7. Surface Transportation Block Grant - Transportation Management Area (STP-TMA)

The STP-TMA program funds are generally for state and local projects in urban areas of 200,000 or greater population. They are primarily used for reconstruction or rehabilitation of roadways functionally classified with FHWA as urban collectors or higher; however, these funds are flexible and can be used for many transportation improvements.

In the FAST Act, the program name changed to Surface Transportation Block Grant Program (STBG); however, COMPASS and ITD still reference the funds as Surface Transportation Program (STP).

8. Surface Transportation Block Grant – Urban (STP-U)

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

In the FAST Act, the program name changed to Surface Transportation Block Grant Program (STBG); however, COMPASS and ITD still reference the funds as Surface Transportation Program (STP).

9. Transportation Alternatives Program (TAP) - State

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

In the FAST Act, the program name changed to a set-aside of Surface Transportation Block Grant (STBG); however, COMPASS and ITD still reference the funds as Transportation Alternatives Program (TAP).

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

TAP-TMA includes funds specifically based on the population in the Boise Urbanized Area. Projects are selected through a competitive process that invests approximately \$450,000 in designated federal funds for "alternative" transportation activities for non-motorized transportation each year.

In the FAST Act, the program name changed to a set-aside of Surface Transportation Block Grant (STBG); however, COMPASS and ITD still reference the funds as Transportation Alternatives Program (TAP).

D. Other Transportation Funding

Several additional funding sources for planning, safety, and rail, as well as one source from an outside federal agency are defined below:

1. **Community Development Block Grant (CDBG)**
Program managed by the US Department of Housing and Urban Development (HUD) to enhance the quality of living in communities.
2. **Federal Rail**
Program to enhance transportation safety at railroad crossings using federal funding.
3. **Metropolitan Planning**
Funds from this program are for planning activities in the metropolitan planning areas. Funds are allocated to the state and distributed to the MPOs. In Idaho, these funds are combined with FTA 5303 planning funds under the consolidated planning grants to allow multimodal planning activities.
4. **State Rail**
Program to enhance transportation safety at railroad crossings using state funding.
5. **Systems Planning**
Funds in this program are used to study corridors or specific projects for possible future improvements.

E. Federal Transit Administration Programs

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

1. **Section 5303 (FTA 5303).**
Funds from this program are for public transportation planning activities in the metropolitan planning areas. Funds are allocated to the state and distributed to the MPOs. In Idaho, these funds are combined with FHWA metropolitan planning funds under the consolidated planning grants to allow multimodal planning activities.
2. **Section 5307 (FTA 5307).**
These funds are allocated to the urbanized areas by statutory formula. This public transportation program provides federal funds for capital and operation improvement programs of public transportation systems. The funds could be used for planning public transportation, as well as the development and operation of public transportation services.

3. **Section 5310 (FTA 5310).**
These funds provide for services and rolling stock (buses) that directly benefit transportation of the elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.
4. **Section 5311 (FTA 5311).**
Funds from this program are distributed to the state for public transportation services targeting areas with populations of less than 50,000. Funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of public transportation services.
5. **Section 5339 (FTA 5339).**
These program funds provide capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities. Funds may be transferred by the state to supplement urban and rural formula grant programs (5307 and 5311, respectively).

Regionally Significant Projects

The TIP and regional emissions analyses must include all regionally significant and/or federally funded projects in the nonattainment or maintenance area. Regionally significant projects are listed in *the Conformity Demonstration of the FY2017-2021 Regional Transportation Improvement Program*, Report Number 02-2017²¹.

40 CFR 93.101 defines a regionally significant project as:

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

VII. FINANCIAL CONSTRAINT

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

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

²¹ <http://www.compassidaho.org/prodserv/aq-demo.htm>

A. Highway Funding Assumptions

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

1. Federal-Aid Funding Assumptions

- a. Program funding levels for FY2017 through FY2020 are reflective of apportionments in the FAST Act and FY2021 funding levels are flat-lined based on FY2020 apportionments.
- b. Inflation is estimated at two percent annually.
- c. Obligation authority is assumed to be equal to 100% of estimated apportionments. Funding forecasts do not include year-end redistribution or obligation authority not used by any other states.
- d. Approximately \$25 million in highway-related federal aid in direct cost recovery is redirected annually to state highway system projects.

2. State Funding Assumptions

- a. Estimates of state funds available for capital construction take into account projected revenues, the reservation of state matching funds for federal aid, and other operational needs not shown in the ITIP.
- b. The amount of state highway funding can be impacted by legislation passed in any given year. The 2014 Idaho State Legislature passed House Bill 547, which includes GARVEE debt service payments and state transportation programs in the distribution of funds from state cigarette taxes.
- c. Including new revenue generated by bills passed in the 2015 legislative session, an estimated \$117.4 million in state funds are available for highway capital construction in FY2017, \$69.6 million in FY2018, \$69.6 million in FY2019, \$63.6 million in FY2019, \$59.8 million in FY2020, and \$60.2 million in FY2021 throughout the state.
- d. Of the approximately \$94 million in revenue raised annually by the state fuel tax increase and vehicle registration fees, 60% will be distributed to TID and 40% to local governments.
- e. The Idaho State Legislature also created a fund to finance ITD's strategic initiatives projects that address safety, mobility, economic opportunity, bridge repair and maintenance, and right-of-way expenses. For two years (FY2015 and FY2016), the program received revenue based on a formula that allocates 50% of the remaining cash balance in the state's general fund after all legislative actions are fully funded. The amount for FY2017 will be added when known.

3. GARVEE Bonding Assumptions

- a. Idaho Code allows no more than 30% of the state's federal apportionment to be used for debt service. The Idaho State

Legislature authorized the department to provide financing of \$857 million to complete the GARVEE program.

- b. The department uses federal highway revenue to repay the bonds. GARVEE bonds are revenue bonds that do not pledge the full faith and credit of the State of Idaho. Annual debt service is \$58.2 million (\$53.7 million in federal funds and \$4.5 million in state matching funds).

B. Public Transportation Funding Assumptions

ITD is the direct recipient of Federal Transit Administration (FTA) funding for rural and small urban programs. These funds support fixed route and paratransit services, transportation services for the elderly and persons with disabilities, and bus and bus facilities programs.

- iv. ITD estimates statewide funding levels at \$11.5 million for rural capital and services, and \$11.1 million for urban capital and services in FY2017 with an anticipated 2% increase each year through FY2020.
- v. Dedicated state funds of \$312,000 are available for vehicle replacement needs across the state.

C. Reference to Metropolitan Planning Organizations (MPO)

The ITIP does not list projects located in MPO planning areas, but refers to the local TIP in each MPO area; therefore, all projects located in Ada or Canyon Counties are only listed in the COMPASS TIP. The COMPASS Board of Directors opted to not group projects; all projects are listed individually.

Financial Status of ITD Projects

The FY2017-2021 ITIP provides financial data and financial constraint for ITD projects.

ITD seeks to make the best use of its resources and assets through a mixture of performance management and financing options. Idaho's transportation revenue comes from two primary sources. The State of Idaho receives 49.5% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, and 49.8% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's Highway Distribution Account and air-fuel tax accounts, and 0.7% from other revenues such as local match. Annually, ITD accounts to the Idaho State Legislature on plans to use available resources for the operation, maintenance, and capital improvement of the State Highway System, public transportation, and aeronautics programs.

ITD's appropriations chart (see Figure 3) is updated annually and provided to the Idaho State Legislature; it diagrams the various sources of funds and their distribution. The chart outlines ITD's legislatively approved budget for FY2017.

Figure 3: Idaho Transportation Department FY2017 Appropriations (Senate Bill 1423)
Dollars in Millions and Rounded – sums may not add, due to rounding

Fund Sources	State	Federal	Other	Total
Distribution from Highway Distribution Account	264.3			264.3
Cigarette Tax – State Highway Maintenance, Construction, Right-of-Way	1.5			1.5
Cigarette Tax – for Debt Service	4.7			4.7
Strategic Initiatives Program Fund – interest earnings	0.2			0.2
Aviation Fuel Tax	1.7			1.7
Federal		293.5		293.5
Local Match			4.2	4.2
Services for State Agencies			0.2	0.2
Miscellaneous State	44.7			44.7
Prior Year Federal Obligated – Unspent (Federal Spending Authority)		40.0		40.0
FAST Act (ongoing FY2016 Supplemental and FY2017 line items)		21.0	0.2	21.2
Cash Adjustment	37.9			37.9
TOTAL FUND SOURCES	354.9	354.5	4.6	714.0
Expenditures				
Personnel	116.6	14.0	0.3	131.0
Operating	78.5	7.4	0.2	86.1
Capital Facilities	3.3			3.3
Equipment	26.6			26.6
Sub-Grantee (Pass-Through)	1.0	16.3		17.3
Contract Construction and Right-of-Way Acquisition	123.8	263.7	4.1	391.6
TOTAL EXPENDITURES (spending authority)	349.9	301.4	4.6	655.9
		DEBT SERVICE		58.1
		TOTAL PROGRAM FUNDING		713.9
Funds in Excess of Appropriation (Appropriation in Excess of Funds)	0.4	(0.3)	(0.0)	0.1

Highway Distribution Account (HDA) revenue is obtained from various sources and distributed to multiple agencies. ITD’s revenue forecast (see Figure 4) provides the summary of how these funds are forecasted for FY2017.

Figure 4: Idaho Transportation Department Highway User Revenue - FY2017
HDA based on August 2015 Forecast
New Revenue is the result of 2015 Legislation (HB132 and HB312a)
Dollars in Millions and Rounded – sums may not add, due to rounding

REVENUE SOURCES	HDA	New Revenue	Total
Motor Fuel Taxes	253.3	68.7	322.0
Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection	(17.5)	(2.6)	(20.1)
Less: Ethanol transfer to ITD	(15.9)		(15.9)
NET MOTOR FUEL TO DISTRIBUTE	219.9	66.1	286.0
Registrations	104.5	30.6	135.1
Other	9.5		9.5
NET HDA TO DISTRIBUTE	334.0	96.7	430.7

DISTRIBUTIONS	HDA	New Revenue	Total
ITD (57% HAD) / (60% New Revenue)	190.4	58.0	248.4
Ethanol Transfer to ITD	15.9	0.0	15.9
Total to ITD	206.3	58.0	264.3
Idaho State Police (5% HDA) / (0% New Revenue)	16.7		16.7
Locals (Transportation Agencies) (38% HAD) / (40% New Revenue)	126.9	38.7	165.6
TOTAL DISTRIBUTIONS	334.0	96.7	430.7

Sub-Allocation of Locals Distribution	HDA	New Revenue	Total
LOCALS (38% HDA) / (40% New Revenue)	126.9	38.7	165.6
Less: Local Highway Technical Assistance Council	(0.4)	(0.1)	(0.5)
NET LOCAL HDA TO DISTRIBUTE	126.5	38.6	165.1
Cities (30%)	38.0	11.6	49.6
Counties and Highway Districts (70%)	88.6	27.0	115.6

The ITIP outlines the department's transportation revenue and expenditures for capital improvement and preservation projects from FY2017 through FY2021. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety that will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes references to projects found in Idaho's five metropolitan planning organization's TIPs.

ITD's budget policy section estimates revenues into the state Highway Distribution Account based on past performance and future economic and use factors. The "Available Funding with Match vs. Programmed Projects" amounts in Table 4 (below) include the match and federal funds estimated to be available to programmed projects.

Table 4: Available Funding* with Match vs. Programmed Projects (AvP) DRAFT FY2017-2021
Idaho Transportation Investment Program

This Report is to be used ONLY for Public Involvement (data as of 6/29/2016)
Estimates of Obligation Authority/Apportionments/Allocations in \$000s with Match
This table will be updated as more up-to-date information becomes available.

Program Name	Statewide Transportation Improvement Program (ITIP)										Preliminary Development & Set-Asides	
	FY2017*		FY2018*		FY2019*		FY2020*		FY2021*		Available	Program
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program		
Pavement Preservation (Commerce) ¹	64,075	57,735	48,478	38,565	46,162	35,515	33,038	39,806	18,239	23,717	-	-
Pavement Preservation (Non-Commerce) ¹		1,570		1,470	17,301	9,935	16,962	9,077	16,629	7,641	-	-
Restoration ¹	123,606	149,541	86,582	107,527	88,602	112,216	92,508	107,158	81,419	87,175	-	-
SHS Pavements	187,681	208,846	135,061	147,562	152,066	157,666	142,507	156,041	116,287	118,533	-	-
Bridge Preservation ¹	15,000	7,577	14,547	12,306	12,971	13,828	13,426	15,403	13,858	20,600	-	-
Bridge Restoration ^{1,4}	80,375	69,469	81,293	82,302	64,115	69,461	64,671	71,646	66,517	67,616	-	-
SHS Bridges	95,375	77,046	95,840	94,608	77,086	83,289	78,097	87,049	80,375	88,216	-	-
Freight ¹	7,601	8,788	8,146	250	9,007	-	9,837	11,000	9,644	-	-	-
Strategic Initiatives	20,438	13,716	23,874	35,412	20,272	24,744	22,000	17,682	44,000	44,268	-	-
Total Freight and Strategic Initiatives	28,039	22,504	32,020	35,662	29,279	24,744	31,837	28,682	53,644	44,268	-	-
TOTAL SHS CORE	311,095	308,396	262,921	377,832	258,430	265,699	252,441	271,772	250,306	251,017	-	-
Early Development	602	1,050	320	765	300	300	300	250	-	250	175,000	98,475
Formula Debt Service + Fees & Interest ²	58,152	58,152	58,190	58,190	58,180	58,180	58,255	58,255	58,287	58,287	-	-
System Support	9,429	7,718	8,986	7,369	8,463	6,888	7,728	6,153	9,000	6,307	-	-
HSIP Local ¹	3,851	3,946	3,775	3,775	3,701	3,701	8,024	8,024	7,867	7,867	-	-
Federal Rail	1,848	2,022	1,888	1,865	1,928	1,925	1,969	1,530	1,969	990	-	-
State Rail	405	355	407	357	250	30	250	30	250	30	-	-
State Board Unallocated	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	-	-
Other	79,287	78,243	78,566	77,321	77,822	76,024	81,526	79,242	82,373	78,731	172,000	98,475
Systems Planning	2,632	4,068	1,186	2,104	1,218	2,038	1,313	2,165	-	1,198	-	-
Metropolitan Planning (MPOs)	1,775	1,775	1,813	1,813	1,852	1,852	1,895	1,895	1,895	1,895	-	-
State Planning and Research	6,581	6,581	6,738	6,738	6,907	6,907	7,091	7,091	7,091	7,091	-	-
Highway Planning	10,988	12,424	9,737	10,655	9,977	10,797	10,299	11,152	9,986	10,184	-	-
Transportation Alternatives (TAP)	3,628	3,736	3,822	3,898	3,822	3,822	3,822	3,822	3,822	3,822	-	-
Congestion Mitigation/Air Quality (CMAQ) ²	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	1,846	-	-
Highway Statewide Competitive	5,474	5,582	5,668	5,744	5,668	5,668	5,668	5,668	5,668	5,668	-	-
STP - Local Urban ³	8,722	8,786	8,498	8,844	8,379	8,426	8,243	8,088	8,082	8,214	30,000	31,332
STP - Transportation Management Area ¹	9,715	9,551	9,917	9,937	10,095	10,422	10,317	10,638	10,115	10,435	20,230	19,795
TAP - Transportation Management Area ¹	468	468	471	471	461	461	452	452	443	231	887	598
STP - Local Rural ¹	13,537	10,365	13,611	11,086	13,765	10,597	13,943	12,996	13,669	13,978	27,338	24,268
Bridge - Local ¹	5,447	7,478	5,340	3,535	5,235	7,165	5,133	2,719	5,032	6,888	10,064	12,768
Bridge - Off System ¹	4,085	4,985	4,004	8,339	3,926	5,165	3,849	7,210	3,774	1,809	7,548	9,039
Total Local Highway (LHTAC Programs)	26,920	26,774	26,730	26,735	26,628	26,628	30,949	30,949	30,642	30,342	44,951	46,075
Total Local Highway Programs	41,974	41,633	41,840	42,212	41,863	42,236	41,938	42,103	41,116	41,355	96,068	97,800
TOTAL HIGHWAY FEDERAL FORMULA/STATE FUNDS	448,818	446,278	398,733	413,764	393,761	400,424	391,872	409,937	388,448	386,955	271,068	196,275
High Priority (SAFETEA-LU)	1,483	1,483	3,004	3,004	-	-	-	-	-	-	-	-
High Priority (TEA-21)	6,969	6,969	18,426	18,426	-	-	-	-	-	-	-	-
Discretionary Earmarks & Applications	-	-	977	977	-	-	-	-	-	-	10,000	10,000
Emergency Relief	293	293	-	-	-	-	-	-	-	-	-	-
Federal Lands Access (FLAP)	13,898	15,190	13,898	21,888	13,898	16,707	13,898	10,470	13,898	-	13,898	869
Indian Reservation Roads	1,824	1,824	1,782	1,782	1,847	1,847	1,976	1,976	-	-	-	-
Other Federal Non-Formula	2,552	2,552	2,901	2,901	2,552	2,552	2,262	2,262	2,262	2,262	-	-
Highway Other Federal Programs	27,019	28,311	40,988	48,978	18,297	21,106	18,136	14,708	16,160	2,262	23,898	10,869
Federal Non-Participating	-	-	238	238	-	-	-	-	-	-	2,154	2,154
Local/Private Partnership	9,617	9,617	1,949	1,949	-	-	11,060	11,060	-	-	3,294	3,294
Highway Other Programs	9,617	9,617	2,187	2,187	-	-	11,060	11,060	-	-	5,448	5,448
TOTAL HIGHWAYS PROGRAMS	485,454	484,206	441,908	464,929	412,058	421,530	421,068	435,705	404,608	389,217	300,414	212,592
Capital	15,675	15,675	11,684	11,684	12,185	12,185	13,341	13,341	11,600	11,600	-	-
Operations	22,904	22,904	22,875	22,875	22,912	22,912	23,010	23,010	19,626	19,626	-	-
TOTAL PUBLIC TRANSPORTATION	38,579	38,579	34,559	34,559	35,097	35,097	36,351	36,351	31,226	31,226	-	-
Primary and GA-NPIAS Airports	64,240	64,240	69,699	69,699	61,213	61,213	54,394	54,394	34,254	34,254	-	-
GA - Community Airports	455	455	323	323	485	485	310	310	54	54	-	-
TOTAL AERONAUTICS	64,695	64,695	70,022	70,022	61,697	61,697	54,704	54,704	34,308	34,308	-	-
Grand Total	588,728	587,480	546,489	569,510	508,852	518,324	512,123	526,760	470,142	454,751	300,414	212,592

*Available estimates are to be used for planning purposes only. FY2020 is last year of FAST Act. FY2021 flat-lined at FY2020 levels. Funding levels assume 100% obligation authority

¹Available dollars in in FY2017 dollars at 2% annual inflation (funds reduced accordingly to represent reduced buying power).

²Apportionment only for non-attainment areas

³GARVEE bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service

⁴FY2017 available dollars includes un-programmed estimate of FY2017 Surplus Eliminator funding (~\$20M)

COMPASS based this report on ITD's table, but incorporated clarifications.

Financial Status of Project Sponsoring Entities

ACHD projects are derived from the agency's annual Five-Year Work Program²², a capital improvement program. The Five-Year Work Program is a fiscally-constrained program, which means anticipated costs for individual projects and programs match the projected revenues of the highway district within a designated margin. The ACHD budget history is provided in Table 5. Each year, ACHD staff develops revenue projections for the program. These projections are based on anticipated growth in ACHD's various revenue sources, which include property taxes, vehicle registration fees, Highway Distribution Account (gas tax), state sales tax, and impact fees.

The total revenue projection is then divided into two subcategories – Maintenance and Operations, and Capital Projects. The amount identified for Capital Projects serves as the amount available for the Five-Year Work Program and matches the revenue column in Table 3. No interruption of revenue is currently anticipated for ACHD. Furthermore, the agency regularly adjusts its expenditure levels according to its anticipated revenue.

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

Table 5: Ada County Highway District Budget History, 2008 – 2015

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2008	\$6,637,892	\$78,760,717	\$71,839,426	\$6,921,291	\$13,559,183	\$3,763,173	\$9,429,417
2009	\$13,559,183	\$70,251,141	\$66,405,221	\$3,845,920	\$17,405,103	\$4,147,278	\$13,187,679
2010	\$17,405,103	\$74,481,012	\$65,167,931	\$9,313,081	\$26,718,184	\$6,503,198	\$3,276,737
2011	\$26,204,360	\$80,686,381	\$76,593,567	\$4,092,814	\$4,840,822	\$4,840,822	\$0
2012	\$0	\$82,169,639	\$82,781,051	-\$611,412	\$0	\$0	\$0
2013	\$0	\$87,326,318	\$89,607,676	-\$2,281,358	\$0	\$0	\$0
2014	\$0	\$84,483,464	\$82,279,759	\$2,203,705	\$2,203,705	\$2,203,705	\$0
2015	\$2,203,705	\$94,153,479	\$95,104,871	-\$951,382	\$1,252,313	\$0	\$1,252,313

Source: Local Government Street/Road Finance Reports, 2008-2015.

²² <http://www.achdidaho.org/Departments/PP/5Year.aspx>

Table 6: Ada County Highway District Budget Program, FY2016 - FY2021
Projected Revenues and Expenditures for Capital Projects

Year	Programmed	Revenue	Reimbursements	Total Revenue	Difference
2016	\$41,388,000	\$42,300,000	\$2,450,000	\$44,750,000	\$3,360,000
2017	\$49,268,300	\$44,304,400	\$4,963,900	\$49,268,300	\$0
2018	\$47,978,400	\$41,800,700	\$6,177,700	\$47,978,400	\$0
2019	\$46,456,800	\$39,590,000	\$670,000	\$40,260,000	-\$6,196,800
2020	\$44,096,000	\$41,000,000	\$970,000	\$41,970,000	-\$2,126,000
2021	\$45,223,000	\$42,460,000	\$670,000	\$43,130,000	-\$2,093,000
PD*	\$93,464,500	\$89,489,000	\$250,000	\$89,739,000	-\$3,725,500
Total	\$367,875,000	\$340,944,100	\$16,151,600	\$357,095,700	-\$10,781,300

Source: Ada County Highway District Five Year Work Plan Summary FY2015-2019 (November 2014 draft) and Integrated Five Year Work Plan Summary 2017-2021 (September 2016 draft).

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

The mayors and city councils of the cities and the commissioners of the highway districts in Canyon County sponsor projects programmed in this document. The required local shares of these projects are covered as part of the cities' annual budgets. All of these sponsors are on good financial standing and are committed to providing the required local match. Several agencies normally obligate all or part their closing fund balance for future projects or operations expenses. Tables 7 - 10 provide historical and projected financial statistics for the urban and rural portions²³ of Canyon County as a summary. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 7: Nampa Urbanized Area Cities and Highway Districts Budget History, 2008-2015

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2008	\$8,010,126	\$21,601,909	\$19,606,412	\$1,995,497	\$10,005,623	\$5,738,906	\$1,176,148
2009	\$18,955,382	\$21,763,722	\$20,696,792	\$1,066,930	\$20,022,312	\$9,650,063	\$9,346,793
2010	\$18,833,330	\$26,169,613	\$26,169,613	-\$1,117,206	\$17,716,124	\$9,615,929	\$6,328,975
2011	\$8,308,158	\$25,794,364	\$23,759,298	\$2,035,066	\$9,883,400	\$8,377,714	\$1,429,269
2012	\$9,748,757	\$25,622,371	\$26,393,114	-\$770,744	\$8,979,554	\$4,131,177	\$4,847,777
2013	\$8,126,619	\$26,915,087	\$28,756,986	-\$1,841,899	\$6,290,723	\$3,977,418	\$2,313,308
2014	\$6,631,522	\$29,354,148	\$29,842,070	-\$487,922	\$6,118,364	\$4,397,863	\$735,303
2015	\$15,066,018	\$32,853,529	\$29,217,812	\$3,635,717	\$18,645,779	\$7,627,626	\$400,000

Source: Local Government Street/Road Finance Reports, 2008-2015.

²³ Parts of the Canyon and Nampa highway districts are included in the Nampa Urbanized Area. For ease in reporting they are included in the urban figures (tables 7 and 8) with the cities of Caldwell, Middleton and Nampa, rather than split between the urban and rural figures (tables 9 and 10). Tables 9 and 10 comprise data (where available) from the cities of Greenleaf, Melba, Notus, Parma and Wilder and the Golden Gate and Notus-Parma highway districts.

Table 8: Nampa Urbanized Area Cities and Highway Districts Budget Projections, 2015-2020

Year	Total Income	Disbursements	Receipts over Disbursements
2015	\$31,140,000	\$30,830,000	\$310,000
2016	\$41,292,000	\$32,705,000	\$8,587,000
2017	\$45,556,000	\$43,368,000	\$2,188,000
2018	\$48,327,000	\$47,847,000	\$480,000
2019	\$51,267,000	\$50,757,000	\$510,000
2020	\$54,386,000	\$53,845,000	\$541,000

Source: Extrapolated from Local Jurisdiction Financial Report Summary, 2008-2015, using a 5-year average in year-over-year changes in total income and average income-disbursement ratio. Effects of HB312 rising to 30% annual increase after 2015.

Table 9: Other Canyon County Cities and Highway Districts Budget History, 2008-2015

Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2008	\$2,269,601	\$3,791,946	\$4,299,131	-\$507,185	\$1,762,416	\$1,215,074	\$358,001
2009	\$1,915,097	\$4,045,022	\$3,797,702	\$247,320	\$2,162,417	\$1,540,765	\$448,143
2010	\$1,880,174	\$3,413,233	\$3,704,979	-\$291,746	\$1,593,590	\$1,303,951	\$266,868
2011	\$1,762,644	\$3,810,189	\$3,935,700	-\$125,511	\$2,009,662	\$1,193,294	\$749,016
2012	\$1,988,663	\$4,531,986	\$4,754,082	-\$222,096	\$1,950,655	\$1,382,310	\$486,815
2013	\$2,022,640	\$4,131,295	\$4,575,206	-\$443,911	\$1,580,258	\$801,586	\$629,874
2014	\$1,503,337	\$3,940,760	\$4,055,510	-\$114,749	\$1,848,001	\$973,003	\$813,336
2015	\$1,938,855	\$4,346,462	\$4,381,480	-\$20,501	\$2,294,674	\$1,748,468	\$546,206

Source: Local Government Street/Road Finance Reports, 2008-2015.

Table 10: Other Canyon County Cities and Highway Districts Budget Projections, 2016-2020

Year	Total Income	Disbursements	Receipts over Disbursements
2016	\$4,359,500	\$4,394,600	-\$35,100
2017	\$4,372,600	\$4,407,800	-\$35,200
2018	\$4,385,700	\$4,421,100	-\$35,300
2019	\$4,398,900	\$4,434,300	-\$35,400
2020	\$4,412,100	\$4,447,600	-\$35,500

Source: Extrapolated from Local Government Street/Road Finance Reports, 2008-2015, using a 5-year average in year-over-year changes in total income and average income-disbursement ratio. Effects of HB312 rising to 30% annual increase by 2017.

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

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

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

Table 11: Valley Regional Transit Budget History, 2008-2015

Year	Beginning Balance	Total Income	Disbursements	Closing Fund Balance
2008	\$1,661,037	\$10,519,714	\$10,677,306	\$1,503,445
2009	\$1,503,445	\$10,592,700	\$10,678,285	\$1,417,861
2010	\$1,417,861	\$13,414,818	\$12,005,258	\$2,827,421
2011	\$2,827,421	\$11,527,863	\$11,494,884	\$2,860,400
2012	\$2,860,400	\$21,684,897	\$11,797,306	\$12,747,991
2013	\$12,747,991	\$14,143,400	\$12,467,797	\$14,423,594
2014	\$14,423,594	\$18,503,639	\$13,487,360	\$19,439,873
2015	\$19,439,873	\$21,463,790	\$14,859,959	\$26,043,704

Source: Valley Regional Transit budget reports, 2008-2015.

NOTE: Increased closing fund balances due to delay in obligating funds

Table 12: Valley Regional Transit Budget Projections, 2016-2020

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

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

General Statement of Financial Constraint. The projects programmed in this document can reasonably be funded through anticipated funding sources. Table 13 demonstrates available funding versus programmed funding for all funding sources available in the COMPASS area. Projection of local revenues is based on assumptions of continued development and economic activities in the area. In light of these facts, it is concluded that the sponsoring agencies listed in this document are capable of providing the required local match and that the document meets the requirement of financial constraint.

Table 13. COMPASS Region Available vs. Programmed Funding
 (All amounts in \$1,000, most including local match)(Shown in year of expenditure - inflated)

Funding Source	2017		2018		2019		2020		2021		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Bridge (Local)	0	0	1,394	1,394	0	0	158	158	0	0	7,032	7,032
Bridge Preservation	1,474	1,474	3,183	3,183	3,589	3,589	2,483	2,483	0	0	0	0
Bridge Restoration	21,540	21,540	281	281	4,178	4,178	0	0	2,998	2,998	0	0
CDBG	347	347	0	0	0	0	0	0	0	0	0	0
Early Development	0	0	0	0	0	0	0	0	0	0	5,520	5,520
Federal Rail	23	23	821	821	495	495	541	541	0	0	0	0
FLAP	4,912	4,912	4,633	4,633	364	364	0	0	0	0	0	0
Freight	3,498	3,498	0	0	0	0	0	0	0	0	0	0
*FTA 5303	272	272	272	272	272	272	272	272	272	272	0	0
*FTA 5307 LU***	3,293	3,628	3,293	3,292	3,293	3,458	3,293	3,503	3,293	3,503	0	0
*FTA 5307 SU***	2,405	4,807	2,405	1,691	2,405	2,182	2,405	2,746	2,405	2,785	0	0
*FTA 5310 LU	269	269	269	269	269	269	269	269	269	269	0	0
*FTA 5310 SU***	226	386	226	226	226	226	226	226	226	226	0	0
*FTA 5339 LU	315	315	315	315	315	337	315	375	315	375	0	0
*FTA 5339 SU	232	1,036	232	257	232	2362	232	232	232	232	0	0
HSIP	2,700	2,700	816	816	0	0	0	0	0	0	0	0
HSIP (Local)	1,452	1,452	150	150	328	328	460	460	0	0	0	0
Local (Reg. Significant)	4,757	4,757	1,488	1,488	6,353	6,353	1,210	1,210	0	0	9,682	9,682
Local Participating	607	607	0	0	0	0	64	64	0	0	0	0
Metropolitan Planning	1,124	1,124	1,147	1,147	1,172	1,172	1,199	1,199	1,199	1,199	0	0
Non-Participating (Local)	372	372	155	155	333	333	1,213	1,213	347	347	631	631
Pavement Preservation	5,100	5,100	2,009	2,009	2,331	2,331	6,471	6,471	8,356	8,356	0	0
Restoration	21,914	21,914	12,822	12,822	8,635	8,635	0	0	4,679	4,679	0	0
STAR	9,310	9,310	0	0	0	0	0	0	0	0	0	0
State Rail	85	85	108	108	0	0	0	0	0	0	0	0
STP-R	0	0	2,963	2,963	337	337	2,038	2,038	0	0	2,330	2,330
STP-TMA	9,715	9,532	10,115	9,131	10,503	11,456	10,949	10,904	10,949	10,888	21,897	21,229
STP-U	55	55	2,871	2,871	154	154	4,862	4,862	898	898	5,683	5,683
Strategic Initiatives	8,585	8,585	1,168	1,168	5,789	5,789	0	0	6,318	6,318	0	0
System Support	0	0	61	61	0	0	0	0	0	0	0	0
Systems Planning	202	202	0	0	0	0	0	0	0	0	0	0
TAP-State	654	654	202	202	832	832	0	0	0	0	0	0
TAP-TMA	468	468	471	472	461	461	452	452	443	231	886	598
Traffic Operations	0	0	459	459	1,107	1,107	0	0	0	0	0	0
Total	105,906	109,424	54,329	52,656	53,973	57,020	39,112	39,678	43,199	43,576	53,661	52,705

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

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

As of 10/16/16

***Includes carry over funds from previous years, or carry over for programming purposes.

Gray Highlight=programs managed by COMPASS or VRT.

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

VIII. PROGRAM FUNDING ALLOCATIONS

The TIP is required to provide a breakdown of federal and regionally significant projects into roadway and alternative solutions. This information is provided in Table 14.

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

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

Table 14: Share of Project Costs Allocated to Alternative Modes of Transportation
(Shown in year of expenditure - inflated))(Funds shown in \$1,000)(Match and local funds are included)

Year	Total Programmed Funds	Amount Allocated to Roadway Solutions	Amount Allocated to Alternatives Solutions	Amount Allocated to Air Quality	Amount Allocated to Other	Percent to Roadways	Percent to Alternative Solutions	Percent to Air Quality	Percent to Other
2017	112,816	90,245	19,632	124	2,815	79.99%	17.40%	0.11%	2.5%
2018	54,839	40,815	11,302	331	2,391	74.43%	20.61%	0.60%	4.36%
2019	56,891	40,098	14,403	250	2,140	70.48%	25.32%	0.44%	3.76%
2020	41,578	23,406	15,109	0	3,063	56.29%	36.34%	0.0%	7.37%
2021	44,699	30,494	11,932	0	2,273	68.22%	26.69%	0.0%	5.09%
PD	49,852	38,056	10,123	627	1,046	76.34%	20.31%	1.26%	2.10%
Total	360,675	263,114	82,501	1,332	13,728	72.95%	22.87%	0.37%	3.81%

PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work.
As of 9/26/16

APPENDIX A
LIST OF PROJECTS

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

FY 2017-2021 Regional Transportation Improvement Program



Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars

10th Avenue Bridge, Caldwell

Key # : 13055

Inflated

Performance Measures Met:

- Transportation Infrastructure
- Environmental Sustainability
- Land Use

Requesting Agency: City of Caldwell

Project Year: 2018

Total Previous Expenditures: \$446

Total Programmed Cost: \$1,438

Total Cost (Previous + Programmed): \$1,884

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



Funding Source		Bridge (Local)		Local Match : 7.34%			Funding Allocation : 100 % Road			
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	10	34	0	0	0	0	44	41	3	
2018	0	0	0	0	232	1,163	1,394	1,292	102	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$10	\$34	\$0	\$0	\$232	\$1,163	\$1,438	\$1,333	\$106	

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

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

Last Modified 12/7/17

10th Avenue ITS and Overlay, Caldwell

Key # : 13905

Inflated

Performance Measures Met:

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

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,456

Total Cost (Previous + Programmed): \$1,456

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	5	198	0	0	0	0	203	188	15
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	163	1,090	1,253	1,161	92
Fund Totals:	\$5	\$198	\$0	\$0	\$163	\$1,090	\$1,456	\$1,349	\$107

21st Avenue, Chicago Street to Cleveland Boulevard, Caldwell

Key # : 13052

Inflated

Performance Measures Met:

Requesting Agency: City of Caldwell

Project Year: 2016

Total Previous Expenditures: \$427

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$427

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	826	-143	-683	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$826	(\$143)	(\$683)	\$0	\$0	\$0

ACHD Overlays, Arterials and Collectors - FY2014

Key # : 12050

Inflated

Performance Measures Met:

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures:

Total Programmed Cost: (\$102)

Total Cost (Previous + Programmed):

Project Description: Supplement the local overlay program.



Federal Aid Overlay
Arterials and Collectors

Funding Source		STP-TMA					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	-8	-8	0	0	-15	-71	-102	-95	-7	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	(\$8)	(\$8)	\$0	\$0	(\$15)	(\$71)	(\$102)	(\$95)	(\$7)	

ADA Ramps, Caldwell

Key # : 19885

Inflated

Performance Measures Met:

Requesting Agency: City of Caldwell

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$61

Total Cost (Previous + Programmed): \$61

Project Description: Construct various Americans with Disabilities Act (ADA) ramps along I-84B in Caldwell.

Congestion Reduction/System Reliability

Transportation Safety

Health



Funding Source		System Support					Local Match : 100.00%		Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	0	0	0	0	0	61	61	0	61	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$61	\$61	\$0	\$61	

Bicycle Parking, Covered Bicycle Facility, Boise State

Key # : 20095

Inflated

Performance Measures Met:

Requesting Agency: Boise State University
 Project Year: 2021
 Total Previous Expenditures: \$0

Congestion Reduction/System Reliability
 Transportation Safety
 Land Use
 Health



Total Programmed Cost: \$72

Total Cost (Previous + Programmed): \$72

Project Description: Construct a bike barn/secured bike parking area for public access on the edge of the Boise State University campus.

Funding Source		TAP-TMA		Local Match : 7.34%			Funding Allocation : 100 % Alternative		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	3	69	72	67	5
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$3	\$69	\$72	\$67	\$5

Bicycle Parking, Downtown Bicycle Facilities, Boise State

Key # : 19979

Inflated

Performance Measures Met:

Requesting Agency: Boise State University
 Project Year: PD
 Total Previous Expenditures: \$0

Congestion Reduction/System Reliability
 Transportation Safety
 Land Use
 Health



Total Programmed Cost: \$102

Total Cost (Previous + Programmed): \$102

Project Description: Construct a bike barn at City Center Plaza with the goal of providing bike parking within the current facility and, at a later date, around the downtown area close to the City Center Plaza.

Funding Source		TAP-TMA		Local Match : 7.34%			Funding Allocation : 100 % Alternative		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	3	99	102	95	7
Fund Totals:	\$0	\$0	\$0	\$0	\$3	\$99	\$102	\$95	\$7

Bike Share, Phase 1, Boise

Key # : 20010

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit
 Project Year: 2019
 Total Previous Expenditures: \$0

Congestion Reduction/System Reliability
 Environmental Sustainability
 Land Use
 Housing



Total Programmed Cost: \$77

Total Cost (Previous + Programmed): \$77

Project Description: Purchase bike racks, sign and/or map panels, and additional bikes for the bike share system serving downtown Boise and close-in neighborhoods.

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	3	74	77	71	6
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$3	\$74	\$77	\$71	\$6

Bike Share, Phase 2, Boise

Key # : 20127

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit
 Project Year: 2020
 Total Previous Expenditures: \$0

Congestion Reduction/System Reliability
 Environmental Sustainability
 Land Use
 Health



Total Programmed Cost: \$101

Total Cost (Previous + Programmed): \$101

Project Description: Purchase bike racks, sign and/or map panels, and additional bikes for the bike share system serving downtown Boise and close-in neighborhoods.

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	3	98	101	94	7
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$3	\$98	\$101	\$94	\$7

Bogus Basin Road Safety, Maintenance and Trailhead, Boise County

Key # : 19783

Inflated

Performance Measures Met:

Maintenance
Open Space

Requesting Agency: ACHD

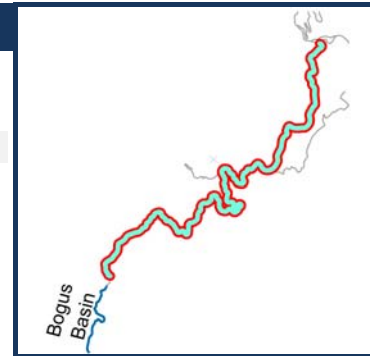
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,378

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

Project Description: Complete safety improvements and pavement rehabilitation on Bogus Basin Road in Boise County from milepost 9 to Bogus Basin Mountain Recreation area (milepost 16.2) and add a trailhead. ACHD has an agreement with Boise County to maintain this segment of roadway due to limited access. This is a Federal Land Access Program (FLAP) project managed by Western Federal Lands.



Funding Source FLAP Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	381	0	0	0	0	0	381	353	28
2018	36	0	0	0	200	4,397	4,633	4,293	340
2019	39	0	0	0	0	325	364	337	27
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$456	\$0	\$0	\$0	\$200	\$4,722	\$5,378	\$4,983	\$395

Bridge Repairs, Ada County - FY2018

Key # : 19064

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

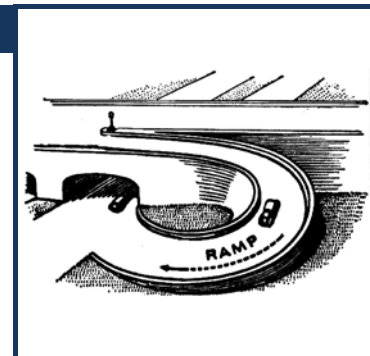
Project Year: 2017

Total Previous Expenditures: \$90

Total Programmed Cost: \$2,000

Total Cost (Previous + Programmed): \$2,090

Project Description: Place a preservative seal (polyester or epoxy overlays) on the decks of the following bridges: I-84 and Eagle Road, I-84 and Maple Grove Road, SH-16 at the Boise River, SH-16 at Joplin Road and Eureka Canal, SH-55 at the north channel of the Boise River, and SH-55 at the south channel of the Boise River.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-51	0	0	0	234	1,817	2,000	1,853	147
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$51)	\$0	\$0	\$0	\$234	\$1,817	\$2,000	\$1,853	\$147

Bridge Repairs, I-84, SH-21, and US 20 - FY2017

Key # : 19345

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ITD

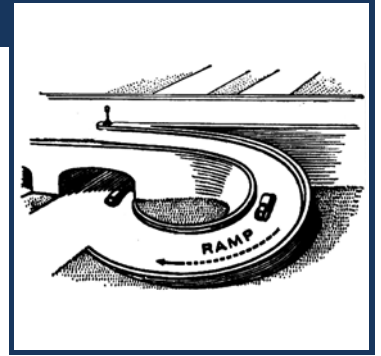
Project Year: 2020

Total Previous Expenditures: \$230

Total Programmed Cost: \$2,560

Total Cost (Previous + Programmed): \$2,790

Project Description: Place a preservative seal (polyester or epoxy overlays) on the decks of the following bridges in Ada County on I-184: Emerald Street; on I-84: Meridian Interchange, Cole/Overland, Broadway, Gowen Spur, Boise Valley Rail Road, Gowen Interchange, and on SH-21: Mores Creek at Lucky Peak, along with six additional locations outside the COMPASS planning area. (57% Ada County and 43% Boise County)



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	300	2,250	2,560	0	2,560
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$0	\$300	\$2,250	\$2,560	\$0	\$2,560

Capital Maintenance, Alternative Transp. Set-Aside, Boise Area - FY2020

Key # : 19057

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,571

Total Cost (Previous + Programmed): \$1,571

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	1,571	1,571	1,455	115
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,571	\$1,571	\$1,455	\$115

Capital Maintenance, Alternative Transp. Set-Aside, Boise Area - FY2021

Key # : 18905

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,568

Total Cost (Previous + Programmed): \$1,568

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



Funding Source		STP-TMA					Local Match : 7.34%				Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	1,568	1,568	1,453	115			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,568	\$1,568	\$1,453	\$115			

Capital Maintenance, Alternative Transp. Set-Aside, Boise Area - FY2022

Key # : 19763

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,600

Total Cost (Previous + Programmed): \$1,600

Project Description: Set-aside funds for alternative transportation projects in the Boise Urbanized Area. Applications will be accepted in 2019 for specific projects for these funds. Eligible projects include bus replacement, public transportation facility/equipment replacement, bike lanes, or sidewalks - for maintenance or small gaps only.



Funding Source		STP-TMA					Local Match : 7.34%				Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	1,600	1,600	1,482	117			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,600	\$1,600	\$1,482	\$117			

Capital Maintenance, Alternative Transp. Set-Aside, Boise Area - FY2023

Key # : 19950

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,600

Total Cost (Previous + Programmed): \$1,600

Project Description: Set-aside funds for alternative transportation projects in the Boise Urbanized Area. Eligible projects include bus replacement, public transportation facility/equipment replacement, bike lanes, or sidewalks - for maintenance or small gaps only.



Funding Source		STP-TMA					Local Match : 7.34%				Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	1,600	1,600	1,482	117			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,600	\$1,600	\$1,482	\$117			

Capital Maintenance, Local, Boise Area - FY2019

Key # : 20091

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$362

Total Cost (Previous + Programmed): \$362

Project Description: Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available. Segments include: Annett Street, Victory Road to Targee Street and Cherry Lane, Shoshone Street to Broxon Street.



Funding Source		Non-Participating (Local)					Local Match : 100.00%				Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	50	0	0	0	0	50	0	50			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	312	312	0	312			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$50	\$0	\$0	\$0	\$312	\$362	\$0	\$362			

Capital Maintenance, Local, Boise Area - FY2020

Key # : 19847

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$369

Total Cost (Previous + Programmed): \$369

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	51	0	0	0	0	51	0	51
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	318	318	0	318
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$51	\$0	\$0	\$0	\$318	\$369	\$0	\$369

Capital Maintenance, Local, Boise Area - FY2021

Key # : 20159

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$346

Total Cost (Previous + Programmed): \$346

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	21	0	0	0	0	21	0	21
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	325	325	0	325
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$21	\$0	\$0	\$0	\$325	\$346	\$0	\$346

Capital Maintenance, Local, Boise Area - FY2022

Key # : 20006

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$320

Total Cost (Previous + Programmed): \$320

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	20	0	0	0	0	20	0	20
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	300	300	0	300
Fund Totals:	\$0	\$20	\$0	\$0	\$0	\$300	\$320	\$0	\$320

Capital Maintenance, Local, Boise Area - FY2023

Key # : 20080

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$353

Total Cost (Previous + Programmed): \$353

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	22	0	0	0	0	22	0	22
PD	0	0	0	0	0	331	331	0	331
Fund Totals:	\$0	\$22	\$0	\$0	\$0	\$331	\$353	\$0	\$353

Capital Maintenance, Phase 1, Boise Area - FY2017

Key # : 13479

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$657

Total Programmed Cost: \$6,092

Total Cost (Previous + Programmed): \$6,749

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



Funding Source		STP-TMA					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	517	5,575	6,092	5,645	447	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$517	\$5,575	\$6,092	\$5,645	\$447	

Capital Maintenance, Phase 1, Boise Area - FY2019

Key # : 13903

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,745

Total Cost (Previous + Programmed): \$5,745

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



Funding Source		STP-TMA					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	20	483	0	0	0	0	503	466	37	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	786	4,456	5,242	4,857	385	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$20	\$483	\$0	\$0	\$786	\$4,456	\$5,745	\$5,323	\$422	

Capital Maintenance, Phase 1, Boise Area - FY2020

Key # : 18728

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,138

Total Cost (Previous + Programmed): \$6,138

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	21	516	0	0	0	0	538	498	39
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	730	4,870	5,600	5,189	411
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$21	\$516	\$0	\$0	\$730	\$4,870	\$6,138	\$5,687	\$450

Capital Maintenance, Phase 1, Boise Area - FY2021

Key # : 18701

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,981

Total Cost (Previous + Programmed): \$5,981

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	21	503	0	0	0	0	523	485	38
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	818	4,639	5,458	5,057	401
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$21	\$503	\$0	\$0	\$818	\$4,639	\$5,981	\$5,542	\$439

Capital Maintenance, Phase 1, Boise Area - FY2022

Key # : 19465

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,108

Total Cost (Previous + Programmed): \$6,108

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	21	514	0	0	0	0	535	496	39
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	836	4,738	5,573	5,164	409
Fund Totals:	\$21	\$514	\$0	\$0	\$836	\$4,738	\$6,108	\$5,660	\$448

Capital Maintenance, Phase 1, Boise Area - FY2023

Key # : 20259

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,119

Total Cost (Previous + Programmed): \$6,119

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	22	524	0	0	0	0	546	506	40
PD	0	0	0	0	836	4,738	5,573	5,164	409
Fund Totals:	\$22	\$524	\$0	\$0	\$836	\$4,738	\$6,119	\$5,670	\$449

Capital Maintenance, Phase 2, Boise Area - FY2019

Key # : 20003

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,470

Total Cost (Previous + Programmed): \$2,470

Project Description: Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. Segments include: Gowen Road, Orchard Street to Broadway Avenue; Gowen Road, Business Way to I-84; and Pleasant Valley Road, Hollilynn Drive to Gowen Road.



Funding Source		STP-TMA					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	9	218	0	0	0	0	227	210	17	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	336	1,907	2,243	2,078	165	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$9	\$218	\$0	\$0	\$336	\$1,907	\$2,470	\$2,289	\$181	

Capital Maintenance, Phase 2, Boise Area - FY2020

Key # : 19887

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,632

Total Cost (Previous + Programmed): \$2,632

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



Funding Source		STP-TMA					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	9	222	0	0	0	0	232	215	17	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	313	2,087	2,400	2,224	176	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$9	\$222	\$0	\$0	\$313	\$2,087	\$2,632	\$2,439	\$193	

Capital Maintenance, Phase 2, Boise Area - FY2021

Key # : 20129

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,565

Total Cost (Previous + Programmed): \$2,565

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	9	216	0	0	0	0	226	209	17
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	351	1,988	2,339	2,167	172
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$9	\$216	\$0	\$0	\$351	\$1,988	\$2,565	\$2,377	\$188

Capital Maintenance, Phase 2, Boise Area - FY2022

Key # : 20122

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,618

Total Cost (Previous + Programmed): \$2,618

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	10	221	0	0	0	0	230	213	17
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	358	2,030	2,388	2,213	175
Fund Totals:	\$10	\$221	\$0	\$0	\$358	\$2,030	\$2,618	\$2,426	\$192

Capital Maintenance, Phase 2, Boise Area - FY2023

Key # : 19993

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,623

Total Cost (Previous + Programmed): \$2,623

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	10	225	0	0	0	0	235	218	17
PD	0	0	0	0	358	2,030	2,388	2,213	175
Fund Totals:	\$10	\$225	\$0	\$0	\$358	\$2,030	\$2,623	\$2,430	\$193

Capital Maintenance, VRT, Boise Area - FY2017

Key # : 13902

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$287

Total Cost (Previous + Programmed): \$287

Project Description: Replace public transportation bus or facility in FY2017 in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	287	287	266	21
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$287	\$287	\$266	\$21

Capital Maintenance, VRT, Boise Area - FY2018

Key # : 13482

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$236

Total Cost (Previous + Programmed): \$236

Project Description: Replace public transportation bus or facility in 2018 in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	236	236	218	17
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$236	\$236	\$218	\$17

Capital Maintenance, VRT, Boise Area - FY2019

Key # : 18847

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: COMPASS

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,207

Total Cost (Previous + Programmed): \$1,207

Project Description: Replace public transportation bus or facility in 2019 in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	1,207	1,207	1,118	89
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,207	\$1,207	\$1,118	\$89

Capital Maintenance, VRT, Nampa Area - FY2020

Key # : 13906

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$166

Total Cost (Previous + Programmed): \$166

Project Description: Replace public transportation bus or facility in 2020 in the Nampa Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	166	166	153	12
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$166	\$166	\$153	\$12

Centennial Way Roundabout, Caldwell

Key # : 13484

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Housing

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$390

Total Programmed Cost: \$2,750

Total Cost (Previous + Programmed): \$3,140

Project Description: Replace a six-legged intersection at SH-19 (Simplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard and Blaine Street) with a roundabout intersection.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	33	0	0	0	0	33	30	2
2019	0	0	0	0	0	0	0	0	0
2020	0	0	202	0	0	0	202	187	15
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	327	2,189	2,516	2,332	185
Fund Totals:	\$0	\$33	\$202	\$0	\$327	\$2,189	\$2,750	\$2,549	\$202

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

Key # : 18717

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

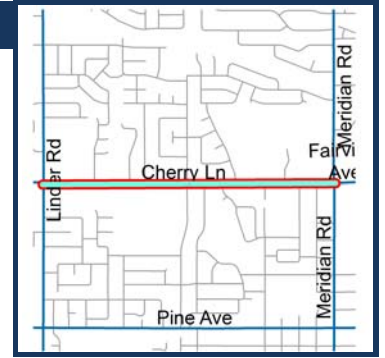
Project Year: 2017

Total Previous Expenditures: \$74

Total Programmed Cost: \$440

Total Cost (Previous + Programmed): \$514

Project Description: Install continuous street lighting to improve driver safety and reduce nighttime accidents on Cherry Lane from Linder Road to Meridian Road in the City of Meridian.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	75	365	440	408	32
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$75	\$365	\$440	\$408	\$32

Cole Road and Overland Road Intersection Improvements, Boise

Key # : 20294

Inflated

Performance Measures Met:

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$736

Total Cost (Previous + Programmed): \$736

Project Description: Install signal-controlled right turn lanes on each leg of the Cole Road and Overland Road intersection in the City of Boise, and install ramps and crosswalks. This project removes free-running right turns, which have resulted in the second-highest number of crashes at an intersection in Ada County.

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	6	66	0	4	62	230	368	341	27
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$6	\$66	\$0	\$4	\$62	\$230	\$368	\$341	\$27

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	6	66	0	4	62	230	368	341	27
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$6	\$66	\$0	\$4	\$62	\$230	\$368	\$341	\$27

Cole Road, I-84 to Franklin Road, Boise

Key # : RD207-16

Inflated

Performance Measures Met:

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

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$898

Total Programmed Cost: \$3,888

Total Cost (Previous + Programmed): \$4,786

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



Funding Source Local (Regionally Significant) Local Match : 100.00%

Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	10	193	0	0	0	203	0	203
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	44	0	3,641	3,685	0	3,685
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$10	\$193	\$44	\$0	\$3,641	\$3,888	\$0	\$3,888

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

Key # : 19685

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

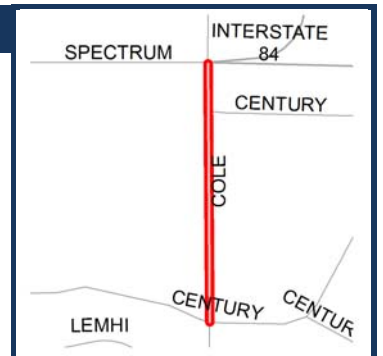
Project Year: 2017

Total Previous Expenditures: \$60

Total Programmed Cost: \$187

Total Cost (Previous + Programmed): \$247

Project Description: Install raised concrete median to replace the existing temporary median on Cole Road between Spectrum Street and South Century Way in the City of Boise.



Funding Source HSIP (Local)

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	31	156	187	173	14
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$31	\$156	\$187	\$173	\$14

Colorado and Holly, Signal and Pedestrian Improvements, Nampa

Key # : 13486

Inflated

Performance Measures Met:

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

Requesting Agency: City of Nampa
 Project Year: 2020
 Total Previous Expenditures: \$174

Total Programmed Cost: \$837
 Total Cost (Previous + Programmed): \$1,011

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	101	673	774	717	57
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$101	\$673	\$774	\$717	\$57

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	64	0	0	64	0	64
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$64	\$0	\$0	\$64	\$0	\$64

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

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

Last Modified 12/7/17

Commuteride, Expansion Vehicles, Nampa Area

Key # : 19852

Inflated

Performance Measures Met:

Requesting Agency: Joint ACHD/Valley Regional Tra Transportation Infrastructure

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$423

Total Cost (Previous + Programmed): \$423

Project Description: Expand the vanpool by up to two vans per year in the Nampa Urbanized Area in Canyon County for the Commuteride program FY2018 through FY2021. Project uses FY2018 funds.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	100	100	80	20
2019	0	0	0	0	0	104	104	83	21
2020	0	0	0	0	0	108	108	86	22
2021	0	0	0	0	0	111	111	89	22
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$423	\$423	\$338	\$85

Commuteride, Rideshare Program, Boise and Nampa Areas

Key # : CPA3

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Environmental Sustainability

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,595

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

Project Description: Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise Urbanized Area and Nampa Urbanized Area. These projects tied to ITD key numbers 13477, 13899, 18821, 15914, 19521, 13051, 13483, 13904, and 20260.

ACHD

COMMUTERIDE

Funding Source		STP-TMA					Local Match : 0.00%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	220	220	220	0	
2018	0	0	0	0	0	220	220	220	0	
2019	0	0	0	0	0	220	220	220	0	
2020	0	0	0	0	0	220	220	220	0	
2021	0	0	0	0	0	220	220	220	0	
PD	0	0	0	0	0	220	220	220	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,320	\$1,320	\$1,320	\$0	

Funding Source		STP-U					Local Match : 0.00%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	55	55	55	0	
2018	0	0	0	0	0	55	55	55	0	
2019	0	0	0	0	0	55	55	55	0	
2020	0	0	0	0	0	55	55	55	0	
2021	0	0	0	0	0	55	55	55	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$275	\$275	\$275	\$0	

Commuteride, Van Replacements and Expansion, Nampa Area - FY2018

Key # : 20153

Inflated

Performance Measures Met:

Requesting Agency: Joint ACHD/Valley Regional Tra Transportation Infrastructure

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$759

Total Cost (Previous + Programmed): \$759

Project Description: Replace Commuteride vehicles that are beyond their useful life in the Nampa Urbanized Area. Project uses funds from FY2017 and FY2018 and will be used to replace vans FY2018 through FY2021.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	759	759	607	152
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$759	\$759	\$607	\$152

Commuteride, Van Replacements, Boise Area - FY2017

Key # : 20173

Inflated

Performance Measures Met:

Requesting Agency: Joint ACHD/Valley Regional Tra Transportation Infrastructure

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$315

Total Cost (Previous + Programmed): \$315

Project Description: Replace vans used in the Commuteride system in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	315	315	292	23
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$315	\$315	\$292	\$23

Commuteride, Van Replacements, Boise Area - FY2018

Key # : 20220

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: VRT/ACHD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$307

Total Cost (Previous + Programmed): \$307

Project Description: Replace vans used in the Commuteride system in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	307	307	284	23
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$307	\$307	\$284	\$23

Commuteride, Van Replacements, Boise Area - FY2019

Key # : 20046

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$326

Total Cost (Previous + Programmed): \$326

Project Description: Replace vans used in the Commuteride system in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	326	326	302	24
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$326	\$326	\$302	\$24

Commuteride, Van Replacements, Nampa Area

Key # : 20145

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,476

Total Cost (Previous + Programmed): \$1,476

Project Description: Replace Commuteride vehicles that are beyond their useful life in the Nampa Urbanized Area. Project uses funds from FY2016 through FY2021.

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	316	316	253	63
2018	0	0	0	0	0	290	290	232	58
2019	0	0	0	0	0	290	290	232	58
2020	0	0	0	0	0	290	290	232	58
2021	0	0	0	0	0	290	290	232	58
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,476	\$1,476	\$1,181	\$295

Eagle Road, Amity Road to Victory Road, Meridian

Key # : RD207-33

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Transportation Safety

Environmental Sustainability

Housing

Community Infrastructure

Requesting Agency: ACHD

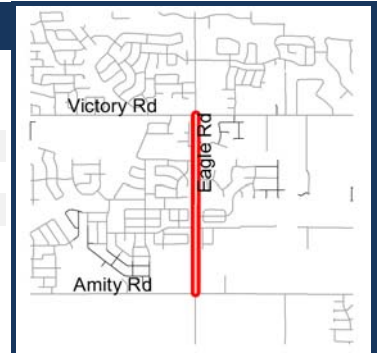
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,669

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

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	312	0	0	0	0	312	0	312
2020	0	0	265	0	0	0	265	0	265
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	3,091	3,091	0	3,091
Fund Totals:	\$0	\$312	\$265	\$0	\$0	\$3,091	\$3,669	\$0	\$3,669

Farmway Road and Extension 44 Road Rehabilitation, Canyon County

Key # : 13054

Inflated

Performance Measures Met:

Requesting Agency: Notus-Parma Highway District
 Project Year: 2018
 Total Previous Expenditures: \$448

- Maintenance
- Transportation Infrastructure
- Transportation Safety

Total Programmed Cost: \$2,001

Total Cost (Previous + Programmed): \$2,449

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	380	1,621	2,001	1,854	147
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$380	\$1,621	\$2,001	\$1,854	\$147

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

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

Last Modified 12/7/17

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

Key # : 12368

Inflated

Performance Measures Met:

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$11,953

Total Programmed Cost: (\$321)

Total Cost (Previous + Programmed): \$11,632

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	159	314	184	-1,039	-382	-354	-28
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$159	\$314	\$184	(\$1,039)	(\$382)	(\$354)	(\$28)

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	5	56	61	0	61
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$5	\$56	\$61	\$0	\$61

Highway 30, Goodson Road to Oasis Road, Canyon County

Key # : 19951

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: Canyon Highway District

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,667

Total Cost (Previous + Programmed): \$2,667

Project Description: Rehabilitate Old Highway 30 from the vicinity of Goodson Road to Oasis Road, located north of the City of Caldwell in Canyon County, with a cement recycled asphalt base to improve the road condition.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	84	253	0	0	0	0	337	312	25
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	448	1,881	2,330	2,159	171
Fund Totals:	\$84	\$253	\$0	\$0	\$448	\$1,881	\$2,667	\$2,471	\$196

I-84, Blacks Creek Road Interchange, Ada County

Key # : 19874

Inflated

Performance Measures Met:

Requesting Agency: ITD

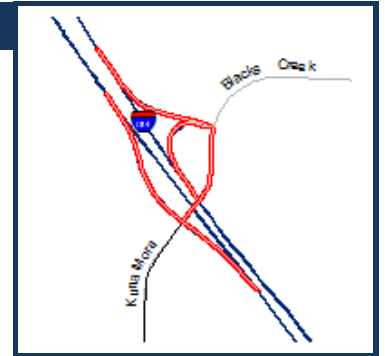
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$12,100

Total Cost (Previous + Programmed): \$12,100

Project Description: Replace the Blacks Creek Interchange at I-84, which is in poor condition and is structurally deficient, and upgrade the ramps to meet the standards for an 80 miles per hour speed limit. (Federal = \$10,796,000)



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	300	700	0	0	0	0	1,000	927	73
2019	0	0	0	0	0	0	0	0	0
2020	100	0	0	0	0	0	100	93	7
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	1,000	10,000	11,000	10,193	807
Fund Totals:	\$400	\$700	\$0	\$0	\$1,000	\$10,000	\$12,100	\$11,212	\$888

I-84, Bridge Deck Life Extension, Boise and Caldwell

Key # : 13945

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ITD

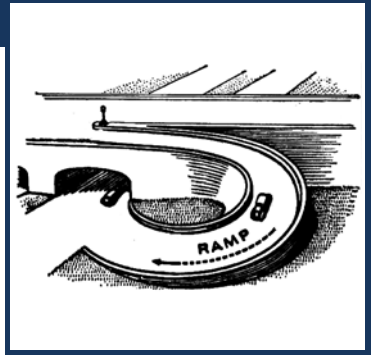
Project Year: 2017

Total Previous Expenditures: \$25

Total Programmed Cost: \$1,236

Total Cost (Previous + Programmed): \$1,261

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	107	1,129	1,236	1,145	91
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$107	\$1,129	\$1,236	\$1,145	\$91

I-84, Bridge Repairs on the Flying Wye, Boise

Key # : 19010

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ITD

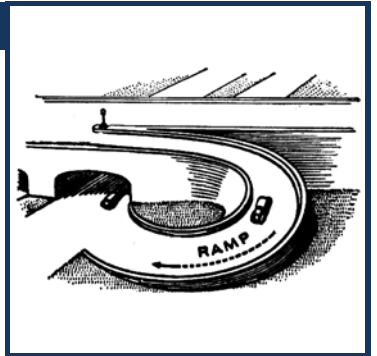
Project Year: 2018

Total Previous Expenditures: \$65

Total Programmed Cost: \$239

Total Cost (Previous + Programmed): \$304

Project Description: Place a preservative seal on the bridge deck at the Flying Wye overpass on I-84 at milepost 48.98 in the City of Boise.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-59	0	0	0	89	209	239	221	18
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$59)	\$0	\$0	\$0	\$89	\$209	\$239	\$221	\$18

I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise

Key # : 20738

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

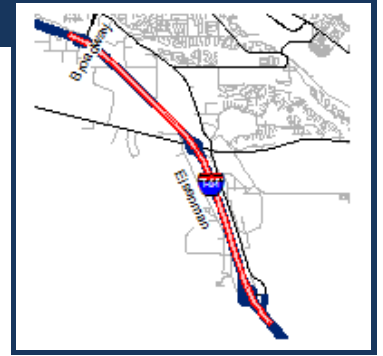
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,867

Total Cost (Previous + Programmed): \$1,867

Project Description: Seal coat the pavement surface on I-84 between Broadway Avenue and Eisenman Road in the City of Boise to improve ride quality and extend the life of the pavement.



Funding Source		IM					Local Match : 7.73%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	10	0	0	0	0	0	10	9	1	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	106	1,751	1,857	1,714	144	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$10	\$0	\$0	\$0	\$106	\$1,751	\$1,867	\$1,723	\$144	

I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore

Key # : 20203

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,299

Total Cost (Previous + Programmed): \$2,299

Project Description: Seal coat the pavement surface on I-84 between the Eisenman Interchange (milepost 60) in Ada County to the Mountain Home Interchange (milepost 90) in Elmore County (except between milepost 70 and milepost 82) to improve ride quality and extend the life of the pavement. (55% Ada County and 45% Elmore County)



Funding Source		Pavement Preservation					Local Match : 7.73%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	0	0	0	0	0	0	0	0	0	
2019	26	0	0	0	0	0	26	24	2	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	108	2,165	2,273	2,097	176	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$26	\$0	\$0	\$0	\$108	\$2,165	\$2,299	\$2,121	\$178	

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

Key # : 19696

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$80

Total Programmed Cost: \$2,309

Total Cost (Previous + Programmed): \$2,389

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	400	0	0	0	0	400	369	31
2018	36	0	0	0	0	0	36	33	3
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	159	1,714	1,873	1,728	145
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$36	\$400	\$0	\$0	\$159	\$1,714	\$2,309	\$2,130	\$178

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

Key # : 19289

Inflated

Performance Measures Met:

- Maintenance
- Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$75

Total Programmed Cost: \$2,405

Total Cost (Previous + Programmed): \$2,480

Project Description: Diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on the mainline of I-84 from approximately Five Mile Road (milepost 48.1) in the City of Meridian to Orchard Road (milepost 51.3) in the City of Boise including all ramps for the Flying Wye and the Cole Road Interchange. Other improvements include partial concrete slab replacement and joint repair.



Funding Source Freight **Local Match : 7.74%** **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	2,250	2,250	2,076	174
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,250	\$2,250	\$2,076	\$174

Funding Source Pavement Preservation **Local Match : 0.00%** **Funding Allocation : 100 % Road**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-70	70	0	0	0	155	155	155	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$70)	\$70	\$0	\$0	\$0	\$155	\$155	\$155	\$0

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

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

Last Modified 12/7/17

I-84, Garrity Interchange to Ten Mile Interchange, Ada County

Key # : 20212

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
Maintenance

Requesting Agency: ITD

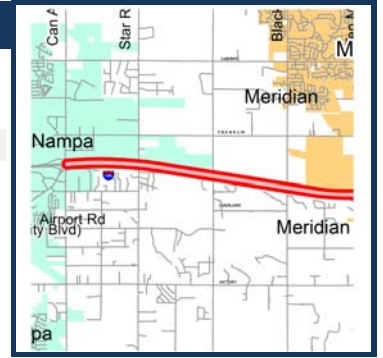
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,156

Total Cost (Previous + Programmed): \$5,156

Project Description: Resurface the pavement on I-84 between the Garrity Interchange in the City of Nampa and the Ten Mile Interchange in the City of Meridian. This is a routine procedure to maintain the existing pavement.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	51	0	0	0	0	0	51	47	4
2019	104	0	0	0	0	0	104	96	8
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	238	4,763	5,001	4,614	387
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$155	\$0	\$0	\$0	\$238	\$4,763	\$5,156	\$4,757	\$399

I-84, Karcher Interchange Modification, Nampa

Key # : 19814

Inflated

Performance Measures Met:

- Transportation Safety
- Freight Movement and Economic Vitality
- Housing

Requesting Agency: Joint ITD/City of Nampa

Project Year: 2017

Total Previous Expenditures: \$98

Total Programmed Cost: \$2,288

Total Cost (Previous + Programmed): \$2,386

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



Funding Source Traffic Operations Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	-15	0	0	200	2,015	2,200	0	2,200
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$15)	\$0	\$0	\$200	\$2,015	\$2,200	\$0	\$2,200

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	88	0	0	0	0	88	0	88
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$88	\$0	\$0	\$0	\$0	\$88	\$0	\$88

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

Key # : 20315

Inflated

Performance Measures Met:

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

Requesting Agency: ITD

Project Year: 2018-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$157,203

Total Cost (Previous + Programmed): \$157,203

Project Description: Expand I-84 to three lanes in each direction between Karcher Interchange (Midland Boulevard) and Franklin Boulevard in the City of Nampa. Construction projects will be split out once the phasing is determined.



Funding Source GARVEE 2017 Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	1,224	11,016	1,020	1,020	1,530	15,300	31,110	0	31,110
2019	0	0	0	0	4,682	48,899	53,581	0	53,581
2020	0	0	0	0	4,775	49,877	54,652	0	54,652
2021	0	0	0	0	1,624	16,236	17,860	0	17,860
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1,224	\$11,016	\$1,020	\$1,020	\$12,611	\$130,312	\$157,203	\$0	\$157,203

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

Key # : 19451

Inflated

Performance Measures Met:

Maintenance
 Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$15

Total Programmed Cost: (\$15)

Total Cost (Previous + Programmed): \$0

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-15	0	0	0	0	0	-15	-14	-1
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$15)	\$0	\$0	\$0	\$0	\$0	(\$15)	(\$14)	(\$1)

I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell

Key # : 20351

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,000

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

Project Description: Environmental study only on I-84 between the Karcher Road interchange in the City of Nampa to the City of Caldwell (construction considered "unfunded").

Funding Source		State					Local Match : 100.00%				Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	100	900	0	0	0	0	1,000	0	1,000			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$100	\$900	\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000			

I-84, Mason Creek Culvert Replacement, Nampa

Key # : 19933

Inflated

Performance Measures Met:

Maintenance

Transportation Safety

Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,815

Total Cost (Previous + Programmed): \$2,815

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



Funding Source		Bridge Restoration					Local Match : 7.73%				Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	50	200	0	0	0	0	250	231	19			
2018	51	0	204	0	0	0	255	235	20			
2019	0	0	0	0	229	2,081	2,310	2,131	179			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$101	\$200	\$204	\$0	\$229	\$2,081	\$2,815	\$2,597	\$218			

I-84, Oregon State Line to City of Caldwell, Bridge Rehabilitation

Key # : 19442

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$330

Total Programmed Cost: \$3,599

Total Cost (Previous + Programmed): \$3,929

Project Description: Rehabilitate six bridges on I-84 in Ada and Canyon Counties at: Sand Hollow Road Crossing, Franklin Road, Galloway Road, Purple Sage Road, SH-44 (Middleton), and US-20 (Parma), as well as five additional bridges outside the COMPASS planning area. The work will preserve 11 bridges in good condition and prevent more extensive maintenance in the future. (55% Canyon County and 45% Payette County)



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	0	0	10	9	1
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	468	3,121	3,589	3,326	263
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$0	\$468	\$3,121	\$3,599	\$3,335	\$264

I-84, Sand Hollow Interchange to Farmer Sebree Canal, Seal Coat, Canyon

Key # : 20060

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,098

Total Cost (Previous + Programmed): \$1,098

Project Description: Seal coat the pavement surface on I-84 from the Canyon County border to Farmer Sebree Canal (near the Parma exit). The project will improve ride quality and extend the life of the pavement.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	16	0	0	0	0	0	16	14	1
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	54	1,028	1,082	999	84
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$16	\$0	\$0	\$0	\$54	\$1,028	\$1,098	\$1,013	\$85

I-84, Sand Hollow Interchange to SH-44, Pavement Rehabilitation, Canyon

Key # : 19602

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$391

Total Programmed Cost: \$8,563

Total Cost (Previous + Programmed): \$8,954

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-202	0	0	0	665	8,100	8,563	7,901	662
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$202)	\$0	\$0	\$0	\$665	\$8,100	\$8,563	\$7,901	\$662

I-84, Sand Hollow Interchange, Canyon County

Key # : 19047

Inflated

Performance Measures Met:

Transportation Infrastructure
Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$250

Total Programmed Cost: \$4,395

Total Cost (Previous + Programmed): \$4,645

Project Description: Replace the structurally deficient Oasis Road Bridge over I-84 at exit 17 at Sand Hollow Road and adjust the lengths and alignments of the interchange ramps. The current lighting will also be assessed. (66% Canyon County and 34% Payette County)



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	395	4,000	4,395	4,055	340
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$395	\$4,000	\$4,395	\$4,055	\$340

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

Key # : 18830

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$29

Total Programmed Cost: \$1,215

Total Cost (Previous + Programmed): \$1,244

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



Funding Source Traffic Operations Local Match : 7.73% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	130	0	0	0	0	130	120	10
2018	0	0	0	0	142	944	1,085	1,001	84
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$130	\$0	\$0	\$142	\$944	\$1,215	\$1,121	\$94

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

Key # : 19589

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$269

Total Programmed Cost: \$11,327

Total Cost (Previous + Programmed): \$11,596

Project Description: This project is to mill/inlay/overlay the existing pavement from Franklin Road in Caldwell (milepost 28.3) to Franklin Boulevard in Nampa (milepost 36). New crossovers may be needed, ramp maintenance at Northside and Franklin, and maintaining bridge clearances are included within the project.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-1	1	0	0	949	10,378	11,327	10,451	876
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$1)	\$1	\$0	\$0	\$949	\$10,378	\$11,327	\$10,451	\$876

I-84B, Nampa Boulevard to Grant Avenue, Pavement Rehabilitation, Nampa

Key # : 13931

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

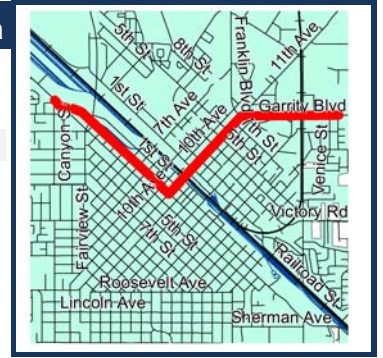
Project Year: 2017

Total Previous Expenditures: \$222

Total Programmed Cost: \$4,269

Total Cost (Previous + Programmed): \$4,491

Project Description: Rehabilitate the pavement along the I-84 business loop in the City of Nampa, between Nampa Boulevard and Grant Avenue. This project will improve the pavement, repair deficient curb gutters, and modify pedestrian ramps to current standards.



Funding Source		Restoration					Local Match : 100.00%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	-10	55	0	0	360	3,864	4,269	0	4,269	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	(\$10)	\$55	\$0	\$0	\$360	\$3,864	\$4,269	\$0	\$4,269	

ITS, Northside Boulevard Signal Upgrades, Nampa

Key # : 18702

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Transportation Safety

Requesting Agency: City of Nampa

Project Year: 2017

Total Previous Expenditures: \$43

Total Programmed Cost: \$389

Total Cost (Previous + Programmed): \$432

Project Description: Update signalization hardware and technology to improve turning movement efficiency and safety on Northside Boulevard in the City of Nampa at Karcher Road and 6th Street North.



Funding Source		HSIP (Local)					Local Match : 0.00%		Funding Allocation : 50 % Road 50 % Air Quality	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	50	339	389	389	0	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$50	\$339	\$389	\$389	\$0	

ITS, Port of Entry License Plate Readers, Ada County

Key # : 20288

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$500

Total Cost (Previous + Programmed): \$500

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

Funding Source		Freight					Local Match : 7.73%				Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	500	500	461	39			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$461	\$39			

ITS, SH-55 (Eagle Road) Signal Equipment Upgrades, Ada County

Key # : 18833

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Transportation Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$13

Total Programmed Cost: \$459

Total Cost (Previous + Programmed): \$472

Project Description: Install upgraded signal controllers and radar detection at signalized intersections along the SH-55 (Eagle Road) corridor that ties into ACHD's Signal Performance Measure software. The Signal Performance Measure software provides a visual display of traffic data to aid engineers in signal timing and coordination and assist technicians with better responsiveness for maintenance of field hardware.



Funding Source		Traffic Operations					Local Match : 7.34%				Funding Allocation : 50 % Road 50 % Air Quality	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	0	0	0	0	459	459	425	34			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$459	\$459	\$425	\$34			

Linder Road and Deer Flat Road Intersection, Kuna

Key # : 13492

Inflated

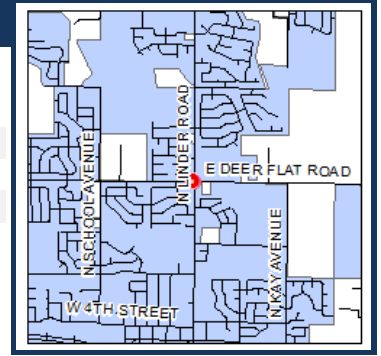
Performance Measures Met:

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

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$695



Total Programmed Cost: \$3,224

Total Cost (Previous + Programmed): \$3,919

Project Description: Improve the intersection at Linder Road and Deer Flat Road in the City of Kuna, including the addition of curb, gutter, sidewalk, and bike lanes.

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	474	0	0	0	474	439	35
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	352	2,397	2,750	2,548	202
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$474	\$0	\$352	\$2,397	\$3,224	\$2,987	\$237

Linder Road, Franklin Road to Pine Avenue, Meridian

Key # : RD213-16

Inflated

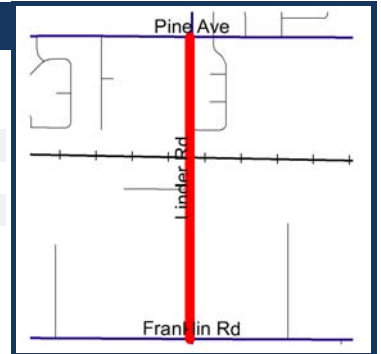
Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Housing
 Community Infrastructure

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$208



Total Programmed Cost: \$3,316

Total Cost (Previous + Programmed): \$3,524

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

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	250	0	0	0	250	0	250
2018	0	0	1,022	0	0	0	1,022	0	1,022
2019	0	0	0	0	26	2,018	2,044	0	2,044
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$1,272	\$0	\$26	\$2,018	\$3,316	\$0	\$3,316

Lone Star Road and Middleton Road, Intersection Improvements, Nampa

Key # : 20613

Inflated

Performance Measures Met:

Requesting Agency: City of Nampa
 Project Year: 2020
 Total Previous Expenditures: \$0

Community Infrastructure
 Transportation Safety
 Environmental Sustainability



Total Programmed Cost: \$1,501

Total Cost (Previous + Programmed): \$1,501

Project Description: Install a traffic signal and sidewalk at the intersection of Lone Star Road and Middleton Road in the City of Nampa.

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	55	161	0	0	0	0	216	200	16
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	216	1,069	1,285	1,191	94
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$55	\$161	\$0	\$0	\$216	\$1,069	\$1,501	\$1,391	\$110

Maintenance Yard Replacement Facility (GARVEE), Nampa

Key # : 19772

Inflated

Performance Measures Met:

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

Support

Total Programmed Cost: \$1,344

Total Cost (Previous + Programmed): \$1,344

Project Description: Replace the maintenance facility that was located at the Meridian Yard (I-84 and Meridian Road) to a location in the City of Nampa. This was originally part of the I-84 and Meridian Interchange project funded by GARVEE. This project will take longer than the GARVEE program will be open, so a new project was established.



Funding Source Traffic Operations Local Match : 100.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	119	500	0	65	650	1,344	0	1,344
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$119	\$500	\$0	\$65	\$650	\$1,344	\$0	\$1,344

Microseals, Ada and Canyon Counties

Key # : 20536

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,357

Total Cost (Previous + Programmed): \$8,357

Project Description: Microseal approximately 48 miles of arterial roadways in Ada and Canyon Counties to seal asphalt and preserve the road surface. Roadway segments include US 20/26 (Front/Myrtle) from 13th Street to Broadway Avenue (mileposts 48.514-49.594), US 20/26 (Broadway Avenue) from Front to the south side of the Boise River Bridge and Boise River Bridge to Rossi Street (mileposts 49.594-49.943 and 50.017-50.429), US 20/26 from east of Smeed Parkway to I-184 (mileposts 26-47.5), SH-44 (Glenwood Street) south of Riverside Drive to SH-44 (State Street) (mileposts 1-1.336), SH-44, I-84 to Glenwood Street (mileposts 0-21.814).



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	77	0	0	0	0	0	77	71	6
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	552	7,729	8,281	7,673	608
Fund Totals:	\$77	\$0	\$0	\$0	\$552	\$7,729	\$8,357	\$7,744	\$613

Middleton Road and Ustick Road Roundabout, Caldwell

Key # : 13487

Inflated

Performance Measures Met:

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

Requesting Agency: City of Caldwell

Project Year: 2021

Total Previous Expenditures: \$303

Total Programmed Cost: \$1,087

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

Project Description: Build a roundabout to help traffic flow and congestion at the Middleton Road and Ustick Road intersection in the City of Caldwell.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	344	0	0	0	344	319	25
2021	0	0	0	12	80	652	744	689	55
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$344	\$12	\$80	\$652	\$1,087	\$1,008	\$80

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

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

Last Modified 12/7/17

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Old Highway 30, Plymouth Street Bridge, Caldwell

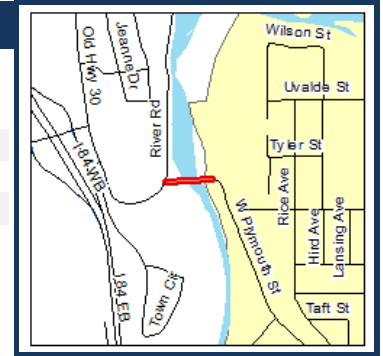
Key # : 13494

Inflated

Performance Measures Met:

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

Requesting Agency: Joint Canyon HD/City of Caldwe
 Project Year: PD
 Total Previous Expenditures: \$1,137



Total Programmed Cost: \$10,345

Total Cost (Previous + Programmed): \$11,482

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

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	510	0	0	0	0	510	473	37
2019	0	0	0	0	0	0	0	0	0
2020	0	0	181	0	0	0	181	168	13
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	326	1,627	1,953	1,810	143
Fund Totals:	\$0	\$510	\$181	\$0	\$326	\$1,627	\$2,645	\$2,450	\$194

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	510	0	0	0	0	510	473	37
2019	0	0	0	0	0	0	0	0	0
2020	0	0	158	0	0	0	158	147	12
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	916	6,116	7,032	6,516	516
Fund Totals:	\$0	\$510	\$158	\$0	\$916	\$6,116	\$7,700	\$7,135	\$565

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

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

Last Modified 12/7/17

Overland Road and Vista Avenue Lighting, Boise

Key # : 19387

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$47

Total Programmed Cost: \$109

Total Cost (Previous + Programmed): \$156

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



Funding Source		HSIP (Local)						Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2017	0	0	0	0	19	90	109	101	8		
2018	0	0	0	0	0	0	0	0	0		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$19	\$90	\$109	\$101	\$8		

Pathway, Dry Creek Trail and Underpass, Eagle

Key # : 13916

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Transportation Safety

Environmental Sustainability

Health

Requesting Agency: City of Eagle

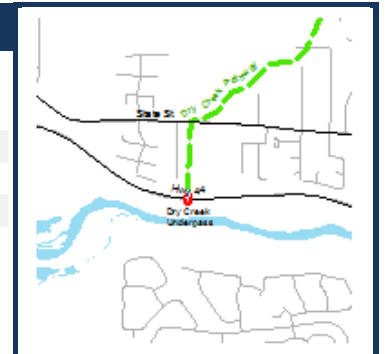
Project Year: 2017

Total Previous Expenditures: \$55

Total Programmed Cost: \$297

Total Cost (Previous + Programmed): \$352

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



Funding Source		TAP-TMA						Local Match : 7.34%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2017	0	0	0	0	78	180	258	239	19		
2018	0	0	0	0	0	39	39	36	3		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$78	\$219	\$297	\$275	\$22		

Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian

Key # : 19828

Inflated

Performance Measures Met:

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

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Community Infrastructure
- Open Space



Total Programmed Cost: \$388

Total Cost (Previous + Programmed): \$388

Project Description: Design and construct an approximately one-mile segment of the City of Meridian's multi-use pathway extending the current pathway just south of the wastewater treatment plant to Black Cat Road. The city's existing Five Mile Creek Pathway connects to Ustick Road and Ten Mile Road. The project also includes a pedestrian bridge over Five Mile Creek.

Funding Source		TAP-TMA		Local Match : 7.34%			Funding Allocation :		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	3	48	0	0	0	0	51	47	4
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	51	286	337	312	25
Fund Totals:	\$3	\$48	\$0	\$0	\$51	\$286	\$388	\$360	\$28

Pathway, Garden City to Americana Boulevard, Boise

Key # : 13514

Inflated

Performance Measures Met:

Requesting Agency: City of Boise

Project Year: 2016

Total Previous Expenditures: \$3,259

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$3,259

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



Funding Source		STP-TMA					Local Match : 7.34%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	-6	-3	9	0	0	0	0	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	(\$6)	(\$3)	\$9	\$0	\$0	\$0	\$0	

Funding Source		TAP-State					Local Match : 7.93%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	1	-1	0	0	0	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$1	(\$1)	\$0	\$0	\$0	

Pathway, Indian Creek, 4th Avenue to the Greenbelt, Caldwell

Key # : 20076

Inflated

Performance Measures Met:

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

Requesting Agency: City of Caldwell

Project Year: 2019

Total Previous Expenditures: \$0



Total Programmed Cost: \$736

Total Cost (Previous + Programmed): \$736

Project Description: Construct a nearly half-mile long section of 10-foot wide multiple-use asphalt and concrete pathway along Indian Creek from Denso Gardens at the intersection of 4th Avenue to the Greenbelt in the City of Caldwell. The project will also build two pedestrian bridges over Indian Creek and a crosswalk over Simplot Boulevard, as well as add lighting along the entire pathway system. The City will use CDBG funds as part of their local match.

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	55	0	0	0	0	55	0	55
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$55	\$0	\$0	\$0	\$0	\$55	\$0	\$55

Funding Source TAP-State Local Match : 10.00% Funding Allocation :100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	9	261	0	0	0	0	270	243	27
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	411	411	370	41
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$9	\$261	\$0	\$0	\$0	\$411	\$681	\$613	\$68

Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa

Key # : 20141

Inflated

Performance Measures Met:

Requesting Agency: City of Nampa
 Project Year: 2019
 Total Previous Expenditures: \$0

Congestion Reduction/System Reliability
 Environmental Sustainability
 Community Infrastructure

Total Programmed Cost: \$501

Total Cost (Previous + Programmed): \$501

Project Description: Construct approximately 633 feet of 8-foot-wide, multi-use, asphalt trail for Indian Creek Pathway from Taffy Drive to Peppermint Drive in the City of Nampa.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	10	62	0	0	0	0	72	67	5
2019	0	0	0	0	52	377	429	398	31
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$62	\$0	\$0	\$52	\$377	\$501	\$464	\$37

Pathway, Mill Creek Elementary to Cornell Street, Middleton

Key # : 18838

Inflated

Performance Measures Met:

Requesting Agency: Greater Middleton Parks and Re
 Project Year: 2017
 Total Previous Expenditures: \$78

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



Total Programmed Cost: \$245

Total Cost (Previous + Programmed): \$323

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

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	238	238	214	24
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$238	\$238	\$214	\$24

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	7	7	0	7
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$7	\$7	\$0	\$7

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

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

Last Modified 12/7/17

Pathway, Rail with Trail, Meridian

Key # : 13918

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Environmental Sustainability
 Land Use
 Open Space

Requesting Agency: City of Meridian

Project Year: 2018

Total Previous Expenditures: \$74

Total Programmed Cost: \$511

Total Cost (Previous + Programmed): \$585

Project Description: Construct a multi-use pathway either along or parallel to the railroad tracks for approximately 1/2 mile west towards Linder Road from Meridian Road. City of Meridian is completing design with local funds.



Funding Source TAP-TMA

Local Match : 7.34%

Funding Allocation :100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	57	385	442	410	32
2019	0	0	0	0	0	69	69	64	5
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$57	\$454	\$511	\$473	\$38

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

Key # : 13964

Inflated

Performance Measures Met:

Maintenance
 Environmental Sustainability

Requesting Agency: Golden Gate HD

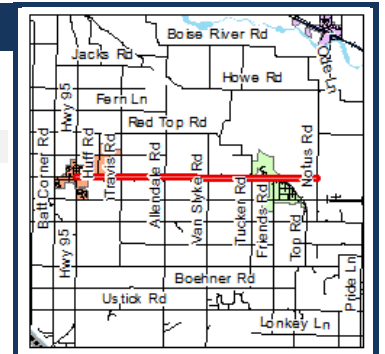
Project Year: 2020

Total Previous Expenditures: \$448

Total Programmed Cost: \$2,038

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

Project Description: Provide improvements on Peckham Road from US-95 in the City of Wilder to Notus Road in the City of Greenleaf in Canyon County, including rehabilitation as well as curb, gutter, and sidewalk improvements within the cities of Wilder and Greenleaf.



Funding Source STP-R

Local Match : 7.34%

Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	424	1,613	2,038	1,888	150
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$424	\$1,613	\$2,038	\$1,888	\$150

Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa

Key # : 19855

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Health

Requesting Agency: Joint City of Nampa/VRT

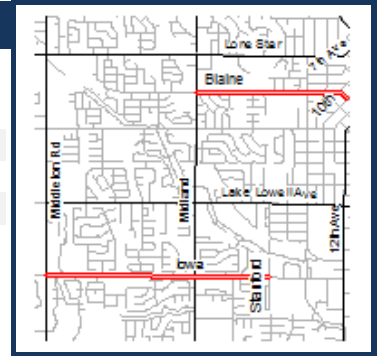
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$579

Total Cost (Previous + Programmed): \$579

Project Description: Provide pedestrian and bicycle improvements to Blaine Avenue and Iowa Avenue in the City of Nampa, including bicycle and pedestrian crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared use lane markings to improve access to bus stops along the 12th Avenue South public transportation corridor.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	579	579	463	116
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$579	\$579	\$463	\$116

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

Key # : 20063

Inflated

Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Land Use
- Open Space

Requesting Agency: City of Kuna

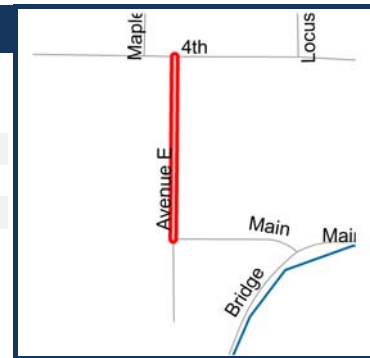
Project Year: 2017

Total Previous Expenditures: \$153

Total Programmed Cost: \$1,410

Total Cost (Previous + Programmed): \$1,563

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	207	271	478	0	478
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$207	\$271	\$478	\$0	\$478

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	5	0	0	0	0	192	197	183	14
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$0	\$0	\$0	\$0	\$192	\$197	\$183	\$14

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	55	0	292	347	347	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$55	\$0	\$292	\$347	\$347	\$0

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

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

Last Modified 12/7/17

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	388	388	360	28
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$388	\$388	\$360	\$28

Pedestrian Improvements, Historic North Nampa Pathway, Nampa

Key # : 19959 Inflated
 Requesting Agency: Joint City of Nampa/VRT
 Project Year: 2017
 Total Previous Expenditures: \$0

Performance Measures Met:

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



Total Programmed Cost: \$590
 Total Cost (Previous + Programmed): \$590

Project Description: Add a bike boulevard and shared lane facilities in the Historic North Nampa neighborhood, and bike and pedestrian rectangular rapid flashing beacon at the Sugar Street crossing on the Indian Creek Pathway. Improvements will connect bicyclists and pedestrians to bus stops along Garrity Boulevard, 11th Avenue North, and 16th Avenue North.

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	590	590	472	118
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$590	\$590	\$472	\$118

Pedestrian Improvements, Lake Lowell Pathway, Nampa

Key # : 19065

Inflated

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

Performance Measures Met:

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



Total Programmed Cost: \$235

Total Cost (Previous + Programmed): \$235

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

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	235	235	218	17
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$235	\$235	\$218	\$17

Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna

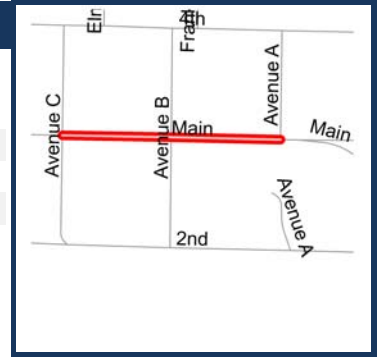
Key # : 20143

Inflated

Performance Measures Met:

- Congestion Reduction/System Reliability
- Transportation Safety
- Environmental Sustainability
- Land Use
- Open Space

Requesting Agency: City of Kuna
 Project Year: 2020
 Total Previous Expenditures: \$0



Total Programmed Cost: \$1,310
 Total Cost (Previous + Programmed): \$1,310

Project Description: Extend streetscape improvements along Main Street from Avenue C to Avenue A in the City of Kuna. Improvements include crosswalks, bulb-outs at the intersections, landscaping, decorative and functional lighting, benches, and bike racks.

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	25	110	0	0	0	0	135	0	135
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	208	667	875	0	875
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$25	\$110	\$0	\$0	\$208	\$667	\$1,010	\$0	\$1,010

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	300	300	278	22
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$300	\$300	\$278	\$22

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

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

Last Modified 12/7/17

Pedestrian Improvements, Wilson Pathway and Midland Boulevard, Nampa

Key # : 14344

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Environmental Sustainability
 Open Space

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

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

Project Description: Place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard in the City of Nampa. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	181	181	168	13
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$181	\$181	\$168	\$13

Planning and Mobility Implementation, VRT, Nampa Area

Key # : 18842

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit
 Project Year: 2017
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$2,264
 Total Cost (Previous + Programmed): \$2,264

Project Description: Provide administration and implementation of mobility services in the Nampa Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	374	374	299	75
2019	0	0	0	0	0	378	378	302	76
2020	0	0	0	0	0	378	378	302	76
2021	0	0	0	0	0	378	378	302	76
PD	0	0	0	0	0	756	756	605	151
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,264	\$2,264	\$1,811	\$453

Planning and Mobility Management, VRT, Boise Area

Key # : 18854

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,048

Total Cost (Previous + Programmed): \$6,048

Project Description: Provide administration and implementation of mobility services in the Boise Urbanized Area. Supports mobility management activities to assure effective program of service coordination throughout the region.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	1,008	1,008	806	202
2019	0	0	0	0	0	1,008	1,008	806	202
2020	0	0	0	0	0	1,008	1,008	806	202
2021	0	0	0	0	0	1,008	1,008	806	202
PD	0	0	0	0	0	2,016	2,016	1,613	403
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$6,048	\$6,048	\$4,838	\$1,210

Planning, COMPASS

Key # : CPA1

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,887

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

Project Description: Assist COMPASS in meeting federal transportation planning responsibilities. These projects tie to ITD key numbers 12374, 13478, 13900, 19060, 19389, 19766, and 20113.



Metropolitan Planning

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	331	0	0	0	0	331	307	24
2018	0	232	0	0	0	0	232	215	17
2019	0	232	0	0	0	0	232	215	17
2020	0	232	0	0	0	0	232	215	17
2021	0	232	0	0	0	0	232	215	17
PD	0	232	0	0	0	0	232	215	17
Fund Totals:	\$0	\$1,491	\$0	\$0	\$0	\$0	\$1,491	\$1,382	\$109

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	99	0	0	0	0	99	92	7
2019	0	99	0	0	0	0	99	92	7
2020	0	99	0	0	0	0	99	92	7
2021	0	99	0	0	0	0	99	92	7
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$396	\$0	\$0	\$0	\$0	\$396	\$367	\$29

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

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

Last Modified 12/7/17

Planning, Congestion Management Study, COMPASS

Key # : 18998

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$75

Total Cost (Previous + Programmed): \$75

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	75	0	0	0	0	75	69	6
Fund Totals:	\$0	\$75	\$0	\$0	\$0	\$0	\$75	\$69	\$6

Planning, Freight and Goods Movement Study Update, COMPASS

Key # : 18948

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$325

Total Cost (Previous + Programmed): \$325

Project Description: Update information from the 2008 freight study; provide information about freight and goods movement in the Treasure Valley, including choke points and freight problem areas; identify needed improvements, including in access, safety, impact on other modes; identify economic impacts of freight to the regional economy.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	325	0	0	0	0	325	301	24
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$325	\$0	\$0	\$0	\$0	\$325	\$301	\$24

Planning, High Capacity Corridor Alternatives Analysis, COMPASS

Key # : 13046

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,000

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

Project Description: Study to identify and analyze options to improve mobility in a priority corridor to be determined in the regional long-range transportation plan. The study will evaluate all reasonable public transportation alternatives.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	1,000	0	0	0	0	1,000	927	73
Fund Totals:	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$927	\$73

Planning, Metropolitan Planning Funds, COMPASS

Key # : CPA2

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,311

Total Cost (Previous + Programmed): \$7,311

Project Description: Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration. These projects tie to ITD key numbers 19144, 13496, 13963, 19071, 19258, and 20050.



Metropolitan Planning

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	1,124	0	0	0	0	1,124	1,041	83
2018	0	1,147	0	0	0	0	1,147	1,063	84
2019	0	1,172	0	0	0	0	1,172	1,086	86
2020	0	1,199	0	0	0	0	1,199	1,111	88
2021	0	1,199	0	0	0	0	1,199	1,111	88
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$5,841	\$0	\$0	\$0	\$0	\$5,841	\$5,412	\$429

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	294	0	0	0	0	294	272	22
2018	0	294	0	0	0	0	294	272	22
2019	0	294	0	0	0	0	294	272	22
2020	0	294	0	0	0	0	294	272	22
2021	0	294	0	0	0	0	294	272	22
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,470	\$0	\$0	\$0	\$0	\$1,470	\$1,362	\$108

Planning, Public Transportation, VRT, Boise Area

Key # : 18677

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,608

Total Cost (Previous + Programmed): \$2,608

Project Description: Supports Valley Regional Transit's planning efforts in the Boise Urbanized Area. Funding from FY2016, carried over to FY2017.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	848	0	0	0	0	848	678	170
2018	0	440	0	0	0	0	440	352	88
2019	0	440	0	0	0	0	440	352	88
2020	0	440	0	0	0	0	440	352	88
2021	0	440	0	0	0	0	440	352	88
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$2,608	\$0	\$0	\$0	\$0	\$2,608	\$2,086	\$522

Planning, Public Transportation, VRT, Nampa Area

Key # : 18805

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,072

Total Cost (Previous + Programmed): \$1,072

Project Description: Supports Valley Regional Transit's planning efforts in the Nampa Urbanized Area. Includes design for Key Number 19279. Funds from FY2016 carried over to FY2017.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	364	0	0	0	0	364	291	73
2018	0	174	0	0	0	0	174	139	35
2019	0	178	0	0	0	0	178	142	36
2020	0	178	0	0	0	0	178	142	36
2021	0	178	0	0	0	0	178	142	36
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$1,072	\$0	\$0	\$0	\$0	\$1,072	\$858	\$214

Planning, Transit Oriented Development, State Street, Boise

Key # : 20287

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit / City of

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$433

Total Cost (Previous + Programmed): \$433

Project Description: Develop a land use plan for transit oriented development along State Street from SH-16 to downtown Boise. Project funded through nation-wide competitive pilot program. The grant is managed by Valley Regional Transit. Project is sponsored and cash match provided by the City of Boise, consultant contract managed by COMPASS. Staff in-kind (participating and non-participating) provided by the project team.

Funding Source Local Participating **Local Match : 100.00%** **Funding Allocation : Other - Not Classified**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	22	0	0	0	0	22	0	22
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$22	\$0	\$0	\$0	\$0	\$22	\$0	\$22

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	7	0	0	0	0	7	0	7
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$7	\$0	\$0	\$0	\$0	\$7	\$0	\$7

Funding Source TOD Pilot Program **Local Match : 31.00%** **Funding Allocation : Other - Not Classified**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	404	0	0	0	0	404	279	125
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$404	\$0	\$0	\$0	\$0	\$404	\$279	\$125

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

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

Last Modified 12/7/17

Planning, Transportation Operations and ITS Plan Update, COMPASS

Key # : 18694

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$250

Total Cost (Previous + Programmed): \$250

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



Funding Source		STP-TMA					Local Match : 7.34%				Funding Allocation : 100 % Air Quality	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	0	0	0	0	0	0	0	0			
2019	0	250	0	0	0	0	250	232	18			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$250	\$0	\$0	\$0	\$0	\$250	\$232	\$18			

Planning, Travel Survey and Transit On-Board Data Collection

Key # : 13048

Inflated

Performance Measures Met:

Requesting Agency: COMPASS

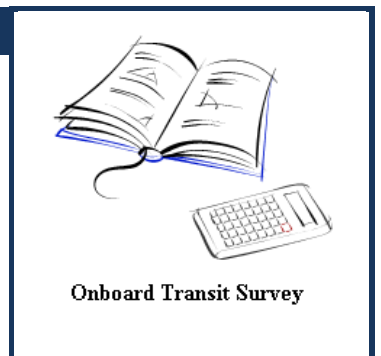
Project Year: 2015

Total Previous Expenditures: \$0

Total Programmed Cost: (\$61)

Total Cost (Previous + Programmed): (\$61)

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



Funding Source		STP-TMA					Local Match : 7.34%				Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	-61	0	0	0	0	-61	-57	-4			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	(\$61)	\$0	\$0	\$0	\$0	(\$61)	(\$57)	(\$4)			

Planning, Urban Funding Allocation Study, Statewide

Key # : 20511

Inflated

Performance Measures Met:

Requesting Agency: COMPASS

Support

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$80

Total Cost (Previous + Programmed): \$80

Project Description: Investigate funding allocation methods in surrounding states and recommend the most effective method of allocating federal funds to the Urban Balancing Committee. COMPASS will manage the consultant contract. All small MPOs and LHTAC will share the local match.



Funding Source		STP-U					Local Match : 7.34%				Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	80	0	0	0	0	80	74	6			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$80	\$0	\$0	\$0	\$0	\$80	\$74	\$6			

Pollard Lane Realignment (GARVEE), Ada County

Key # : 19771

Inflated

Performance Measures Met:

Requesting Agency: ITD

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$356

Total Cost (Previous + Programmed): \$356

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



Funding Source		Restoration					Local Match : 100.00%				Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	356	356	0	356			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$356	\$356	\$0	\$356			

Railroad Crossing, 11th Avenue North, Nampa

Key # : 20692

Inflated

Performance Measures Met:

Transportation Safety
Maintenance

Requesting Agency: City of Nampa

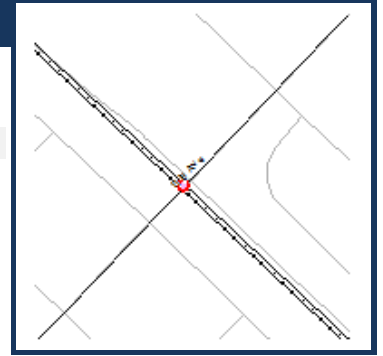
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$200

Total Cost (Previous + Programmed): \$200

Project Description: Adjust south signal location, add a pole and flasher and install concrete planking at the Boise Valley Railroad at 11th Avenue North in the City of Nampa.



Funding Source Fed RRX Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	200	200	200	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$200	\$200	\$200	\$0

Railroad Crossing, 21st Avenue, Caldwell

Key # : 20008

Inflated

Performance Measures Met:

Maintenance
Transportation Safety

Requesting Agency: City of Caldwell

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$614

Total Cost (Previous + Programmed): \$614

Project Description: Install and update crossing signals at the 21st Avenue railroad crossing in the City of Caldwell.



Funding Source Federal Rail Local Match : 0.00% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	15	0	0	0	0	0	15	15	0
2019	0	0	0	0	21	577	598	598	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$15	\$0	\$0	\$0	\$21	\$577	\$614	\$614	\$0

Railroad Crossing, Academy Road, Greenleaf

Key # : 19461

Inflated

Performance Measures Met:

Maintenance
Transportation Safety

Requesting Agency: City of Greenleaf

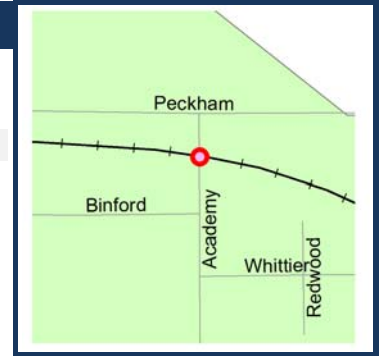
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$108

Total Cost (Previous + Programmed): \$108

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	3	0	0	0	3	102	108	0	108
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$3	\$0	\$0	\$0	\$3	\$102	\$108	\$0	\$108

Railroad Crossing, Friends Road, Greenleaf

Key # : 19417

Inflated

Performance Measures Met:

Maintenance
Transportation Safety

Requesting Agency: City of Greenleaf

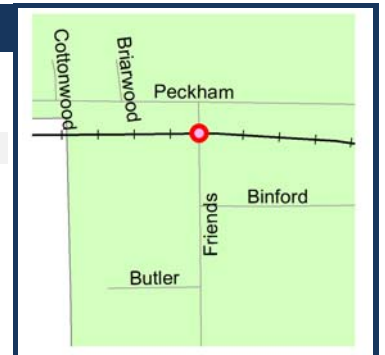
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$85

Total Cost (Previous + Programmed): \$85

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	3	0	0	0	2	80	85	0	85
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$3	\$0	\$0	\$0	\$2	\$80	\$85	\$0	\$85

Railroad Crossing, North Linder Road, Meridian

Key # : 19875

Inflated

Performance Measures Met:

Maintenance
Transportation Safety

Requesting Agency: ACHD

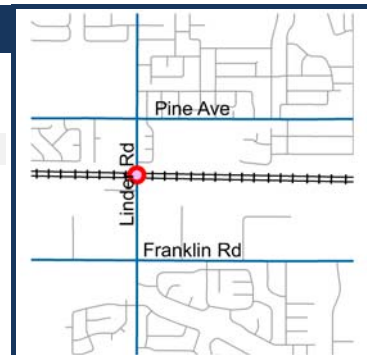
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$557

Total Cost (Previous + Programmed): \$557

Project Description: Install crossing signals and gates at the railroad crossing at North Linder Road in the City of Meridian.



Funding Source Federal Rail Local Match : 0.00% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	16	0	0	0	0	0	16	16	0
2020	0	0	0	0	11	531	541	541	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$16	\$0	\$0	\$0	\$11	\$531	\$557	\$557	\$0

Railroad Crossing, SH-19 and Roedel Avenue, Caldwell

Key # : 19627

Inflated

Performance Measures Met:

Maintenance
Transportation Safety

Requesting Agency: ITD

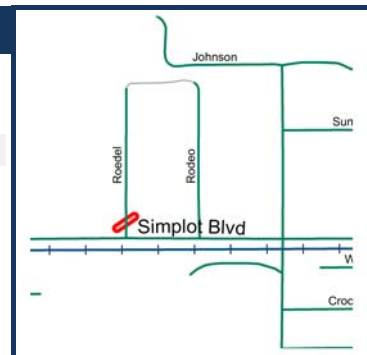
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$396

Total Cost (Previous + Programmed): \$396

Project Description: Install cantilever signals and repair and replace the crossing surface at the railroad crossing at SH-19 and Roedel Avenue in the City of Caldwell.



Funding Source Federal Rail Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	8	0	0	0	0	0	8	7	1
2018	0	0	0	0	5	383	388	359	28
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$8	\$0	\$0	\$0	\$5	\$383	\$396	\$367	\$29

Railroad Crossing, South Black Cat Road, Ada County

Key # : 20014

Inflated

Performance Measures Met:

Maintenance
Transportation Safety

Requesting Agency: ACHD

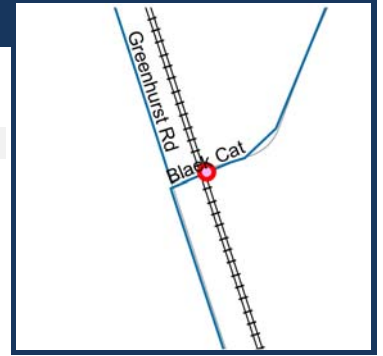
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$433

Total Cost (Previous + Programmed): \$433

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



Funding Source Federal Rail Local Match : 0.00% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	15	0	0	0	0	0	15	15	0
2018	0	0	0	0	10	408	418	418	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$15	\$0	\$0	\$0	\$10	\$408	\$433	\$433	\$0

Riverside Road and Lake Shore Drive, Rehabilitation, Canyon County

Key # : 14362

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: Canyon HD

Project Year: 2017

Total Previous Expenditures: \$778

Total Programmed Cost: \$4,531

Total Cost (Previous + Programmed): \$5,309

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	408	4,123	4,531	4,198	333
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$408	\$4,123	\$4,531	\$4,198	\$333

Safety Improvements at 62 Intersections, Canyon County

Key # : 20249

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Golden Gate HD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$39

Total Cost (Previous + Programmed): \$39

Project Description: Provide safety improvements by installing larger stop signs (30" to 36"), stop bars (stop bar on minor roads and short segments of centerline), and advance warning signs (30" to 36") in the Golden Gate Highway District.



Funding Source HSIP (Local)

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	4	0	0	0	0	0	4	4	0
2019	0	0	0	0	12	23	35	32	3
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$4	\$0	\$0	\$0	\$12	\$23	\$39	\$36	\$3

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

Key # : 18872

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Transportation Safety

Requesting Agency: Joint ITD/ACHD

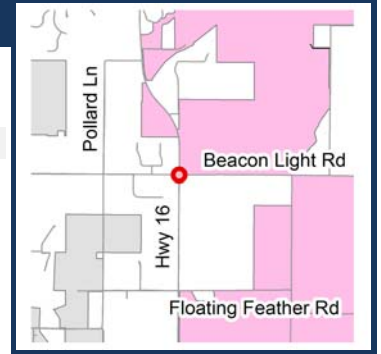
Project Year: 2017

Total Previous Expenditures: \$169

Total Programmed Cost: \$2,128

Total Cost (Previous + Programmed): \$2,297

Project Description: Add a signal and widen the intersection at SH-16 and Beacon Light Road.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	100	0	0	608	708	656	52
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$100	\$0	\$0	\$608	\$708	\$656	\$52

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	400	0	0	0	400	371	29
2018	26	-26	0	0	102	918	1,020	945	75
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$26	(\$26)	\$400	\$0	\$102	\$918	\$1,420	\$1,316	\$104

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

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

Last Modified 12/7/17

SH-16, Boise River Bridge North Stage

Key # : 12915

Inflated

Performance Measures Met:

Requesting Agency: ITD

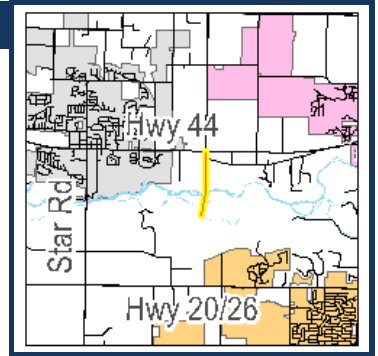
Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$0

Total Cost (Previous + Programmed):

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



Funding Source		Capacity		Local Match : 100.00%			Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	50	-50	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$50	(\$50)	\$0	\$0	\$0

SH-19, Oregon State Line to Caldwell, Seal Coat, Canyon and Owyhee

Key # : 19856

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

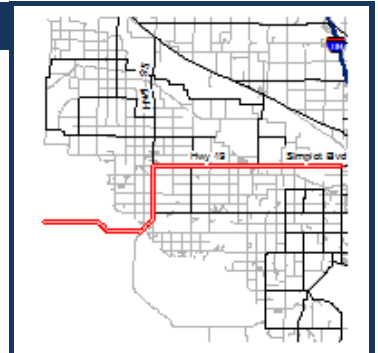
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,377

Total Cost (Previous + Programmed): \$1,377

Project Description: Seal coat the pavement surface on SH-19 from the Oregon State Line to US-95 in the City of Homedale and from US-95 near the City of Wilder to Farmway Road in the City of Caldwell to improve ride quality and extend the life of the pavement. (71% Canyon County and 29% Owyhee County)



Funding Source		Pavement Preservation		Local Match : 7.34%			Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	25	0	0	0	0	0	25	23	2
2018	15	0	0	0	0	0	15	14	1
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	64	1,273	1,337	1,239	98
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$40	\$0	\$0	\$0	\$64	\$1,273	\$1,377	\$1,276	\$101

SH-21, Technology Way to Surprise Way, Boise

Key # : 20428

Inflated

Performance Measures Met:

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

Requesting Agency: ITD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,837

Total Cost (Previous + Programmed): \$6,837

Project Description: Widen SH-21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River bridge) in the City of Boise.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	255	510	0	0	0	0	765	709	56
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	552	5,520	6,072	5,627	446
Fund Totals:	\$255	\$510	\$0	\$0	\$552	\$5,520	\$6,837	\$6,336	\$502

SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle

Key # : 13476

Inflated

Performance Measures Met:

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

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$226

Total Programmed Cost: \$6,359

Total Cost (Previous + Programmed): \$6,585

Project Description: Construct a partial (1/2) continuous flow intersection (CFI) at SH-44 (State Street) and SH-55 (Eagle Road) in the City of Eagle. CFI improvements are specific to high capacity intersections and include displaced left-turn lanes. CFI intersections improve congestion and facilitate pedestrian use. Design is currently underway. Construction is expected to cost \$5,000,000, but is considered "unfunded."



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	0	0	10	9	1
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$9	\$1

Funding Source NHPP **Local Match : 7.34%** **Funding Allocation :75 % Road 25 % Alternative**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	50	250	0	0	0	0	300	278	22
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	531	5,518	6,049	5,605	444
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$50	\$250	\$0	\$0	\$531	\$5,518	\$6,349	\$5,883	\$466

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

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

Last Modified 12/7/17

SH-44 (State Street), SH-16 to Linder Road, Ada County

Key # : 20266

Inflated

Performance Measures Met:

Requesting Agency: ITD

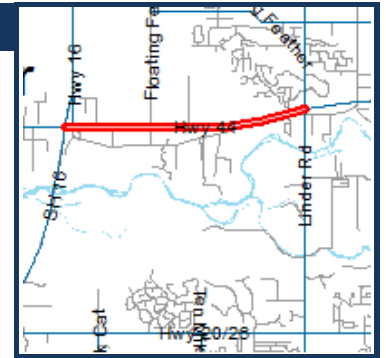
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$10,250

Total Cost (Previous + Programmed): \$10,250

Project Description: Add an additional westbound and eastbound lane to improve congestion and reduce crashes along SH-44 from SH-16 to Linder Road near Eagle, Idaho. Construction is expected to cost \$7,410,000, but is considered "unfunded".



Funding Source		HSIP					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	300	700	0	0	0	0	1,000	927	73	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	750	0	0	0	750	695	55	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	750	7,750	8,500	7,876	624	
Fund Totals:	\$300	\$700	\$750	\$0	\$750	\$7,750	\$10,250	\$9,498	\$752	

SH-44 (State Street), Star Road to SH-16, Ada County

Key # : 20574

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Requesting Agency: ITD

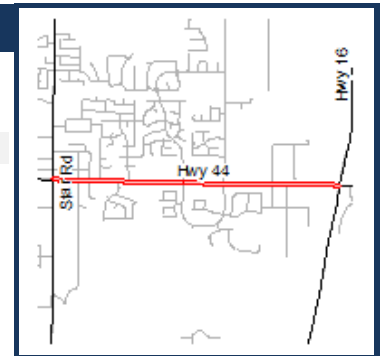
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,700

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

Project Description: Widen SH-44 (State Street) from Star Road to SH-16 in Ada County. An additional lane in both directions will alleviate congestion issues and improve safety.



Funding Source		HSIP					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	200	1,000	0	0	0	0	1,200	1,112	88	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	1,000	0	0	0	1,000	927	73	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	500	6,000	6,500	6,023	477	
Fund Totals:	\$200	\$1,000	\$1,000	\$0	\$500	\$6,000	\$8,700	\$8,061	\$639	

SH-44, Canyon Canal Bridge, Middleton

Key # : 18950

Inflated

Performance Measures Met:

Transportation Infrastructure
 Freight Movement and Economic Vitality
 Transportation Safety

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$700

Total Programmed Cost: \$1,831

Total Cost (Previous + Programmed): \$2,531

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



Funding Source Bridge Restoration Local Match : 7.34% Funding Allocation : 75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	0	0	10	9	1
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	281	1,540	1,821	1,687	134
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$0	\$281	\$1,540	\$1,831	\$1,696	\$134

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

Key # : 19709

Inflated

Performance Measures Met:

Maintenance
 Freight Movement and Economic Vitality

Requesting Agency: ITD

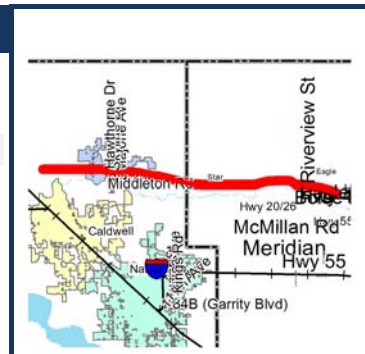
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,184

Total Cost (Previous + Programmed): \$2,184

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	15	0	0	0	0	0	15	14	1
2018	36	0	0	0	0	0	36	33	3
2019	0	0	0	0	104	2,029	2,133	1,976	157
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$51	\$0	\$0	\$0	\$104	\$2,029	\$2,184	\$2,023	\$160

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

Key # : 13463

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$300

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$300

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



Funding Source Restoration Local Match : 7.34% Funding Allocation :75 % Road 25 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	-10	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$0	(\$10)	\$0	\$0	\$0	\$0

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

Key # : 19600

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Transportation Safety

Land Use

Health

Requesting Agency: City of Nampa

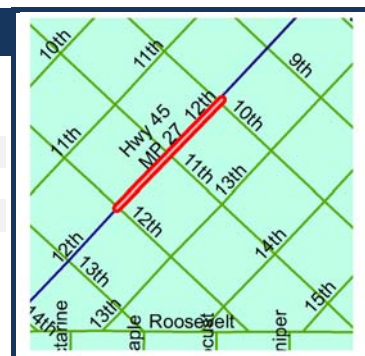
Project Year: 2017

Total Previous Expenditures: \$57

Total Programmed Cost: \$234

Total Cost (Previous + Programmed): \$291

Project Description: Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between 10th Street South and 12th Street South. The project includes a pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	39	195	234	217	17
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$39	\$195	\$234	\$217	\$17

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

Key # : 19396

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
 Transportation Safety
 Land Use
 Health

Requesting Agency: City of Nampa

Project Year: 2017

Total Previous Expenditures: \$57

Total Programmed Cost: \$234

Total Cost (Previous + Programmed): \$291

Project Description: Install a pedestrian hybrid beacon on SH-45 (12th Avenue South) at a location between Sherman Avenue and Dewey Avenue. The project includes pedestrian hybrid beacon, lighting, automatic pedestrian signals, pedestrian curb ramps, signage, and striping.



Funding Source		HSIP (Local)		Local Match : 7.34%				Funding Allocation : 100 % Alternative		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	39	195	234	217	17	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$39	\$195	\$234	\$217	\$17	

SH-45, Deer Flat Road to I-84B (3rd Street), Seal Coat, Nampa

Key # : 20225

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

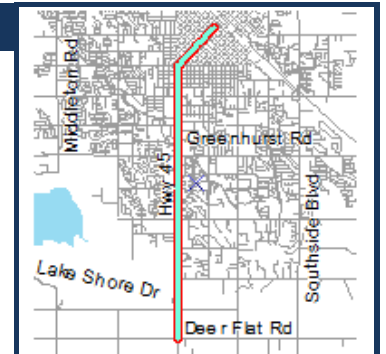
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,351

Total Cost (Previous + Programmed): \$1,351

Project Description: Microseal SH-45 from Deer Flat Road to 3rd Street in downtown Nampa. This is a pavement preservation project to seal asphalt work completed in 2015 under KN 13030.



Funding Source		Pavement Preservation		Local Match : 7.34%				Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	1	0	0	0	100	1,250	1,351	1,252	99	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$1	\$0	\$0	\$0	\$100	\$1,250	\$1,351	\$1,252	\$99	

SH-45, Snake River Bridge, Walters Ferry

Key # : 13389

Inflated

Performance Measures Met:

Transportation Infrastructure
Freight Movement and Economic Vitality

Requesting Agency: ITD

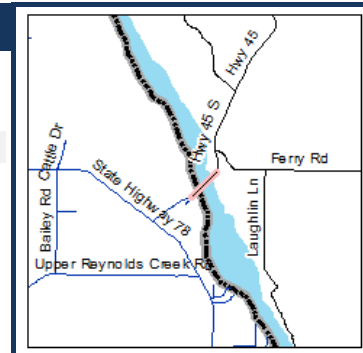
Project Year: 2017

Total Previous Expenditures: \$1,143

Total Programmed Cost: \$5,715

Total Cost (Previous + Programmed): \$6,858

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	775	4,940	5,715	5,296	419
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$775	\$4,940	\$5,715	\$5,296	\$419

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

Key # : 13349

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Freight Movement and Economic Vitality

Requesting Agency: Private Developer

Project Year: 2017

Total Previous Expenditures: \$130

Total Programmed Cost: \$9,310

Total Cost (Previous + Programmed): \$9,440

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	9,310	9,310	0	9,310
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$9,310	\$9,310	\$0	\$9,310

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

Key # : 20174

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

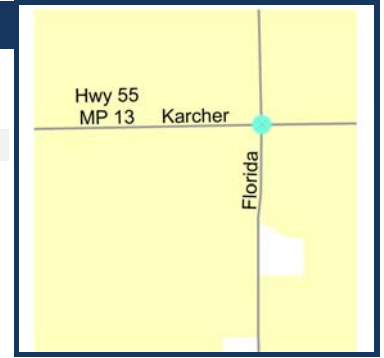
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,530

Total Cost (Previous + Programmed): \$1,530

Project Description: Install a "thru-U" intersection at SH-55 (Karcher Road) and Florida Avenue in the City of Caldwell to reduce crashes and improve safety. A thru-U intersection has no left turns at the intersection, but includes a u-turn after the intersection to facilitate the turning movement.



Funding Source		HSIP					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	56	0	51	0	0	0	107	99	8	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	108	1,191	1,299	1,204	95	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$56	\$0	\$51	\$0	\$108	\$1,191	\$1,406	\$1,303	\$103	

Funding Source		Local Participating					Local Match : 100.00%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	124	124	0	124	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$124	\$124	\$0	\$124	

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

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

Last Modified 12/7/17

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

Key # : 18779

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$110

Total Programmed Cost: \$1,857

Total Cost (Previous + Programmed): \$1,967

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



Funding Source		Strategic Initiatives			Local Match : 100.00%			Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	250	0	0	0	0	250	0	250	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	161	1,446	1,607	0	1,607	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$250	\$0	\$0	\$161	\$1,446	\$1,857	\$0	\$1,857	

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

Key # : 12383

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
Transportation Safety
Environmental Sustainability

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$604

Total Programmed Cost: \$2,565

Total Cost (Previous + Programmed): \$3,169

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



Funding Source		Strategic Initiatives			Local Match : 100.00%			Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	-64	-14	142	65	208	2,228	2,565	0	2,565	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	(\$64)	(\$14)	\$142	\$65	\$208	\$2,228	\$2,565	\$0	\$2,565	

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

Key # : 13025

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
 Transportation Safety
 Environmental Sustainability

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$205

Total Programmed Cost: \$2,110

Total Cost (Previous + Programmed): \$2,315

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-27	27	200	0	163	1,747	2,110	0	2,110
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$27)	\$27	\$200	\$0	\$163	\$1,747	\$2,110	\$0	\$2,110

SH-55 and Farmway Road Intersection, Canyon County

Key # : 18841

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$145

Total Programmed Cost: \$1,025

Total Cost (Previous + Programmed): \$1,170

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	100	0	200	725	1,025	0	1,025
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$100	\$0	\$200	\$725	\$1,025	\$0	\$1,025

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

Key # : 20267

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$989

Total Cost (Previous + Programmed): \$989

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	25	0	0	0	0	0	25	23	2
2018	0	0	0	0	46	918	964	893	71
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$25	\$0	\$0	\$0	\$46	\$918	\$989	\$916	\$73

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

Key # : 19414

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$129

Total Programmed Cost: \$3,296

Total Cost (Previous + Programmed): \$3,425

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	-64	-2	0	0	278	3,084	3,296	0	3,296
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$64)	(\$2)	\$0	\$0	\$278	\$3,084	\$3,296	\$0	\$3,296

SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation

Key # : 20506

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

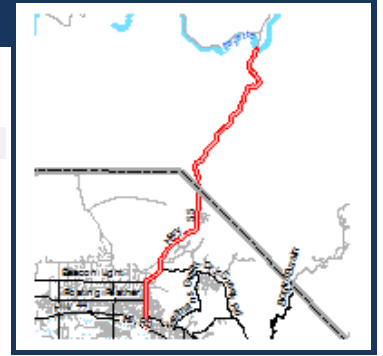
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$11,050

Total Cost (Previous + Programmed): \$11,050

Project Description: Rehabilitate approximately 18 miles of pavement on SH-55 from SH-44 (State Street) to the Payette River bridge in Ada and Boise Counties. (42% Ada County and 55% Boise County)



Funding Source		Local Match : 7.34%					Funding Allocation : 100 % Road			
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	200	0	0	0	0	0	200	185	15	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	850	10,000	10,850	10,054	796	
Fund Totals:	\$200	\$0	\$0	\$0	\$850	\$10,000	\$11,050	\$10,239	\$811	

SH-55, Snake River Bridge, Marsing

Key # : 13387

Inflated

Performance Measures Met:

Transportation Infrastructure
Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2019-2020

Total Previous Expenditures: \$1,205

Total Programmed Cost: \$10,559

Total Cost (Previous + Programmed): \$11,764

Project Description: Replace bridge on SH-55 over the Snake River near the City of Marsing. (69% Canyon County and 31% Owyhee County).



Funding Source		Local Match : 7.34%					Funding Allocation : 100 % Road			
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	43	4	-14	0	0	0	33	30	2	
2019	0	0	0	0	1,059	4,162	5,221	4,838	383	
2020	0	0	0	0	0	5,306	5,306	4,917	389	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$43	\$4	(\$14)	\$0	\$1,059	\$9,468	\$10,559	\$9,784	\$775	

SH-69 (Meridian Road), Kuna to Meridian, Pavement Improvements

Key # : 19965

Inflated

Performance Measures Met:

- Maintenance
- Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,902

Total Cost (Previous + Programmed): \$4,902

Project Description: Resurface the pavement on SH-69 from the City of Kuna to the City of Meridian to preserve the structural capacity of the existing roadway.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	200	0	0	0	0	210	195	15
2018	0	0	0	0	204	4,488	4,692	4,348	344
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$200	\$0	\$0	\$204	\$4,488	\$4,902	\$4,542	\$360

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

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

Last Modified 12/7/17

SH-69 (Meridian Road), Signalize Hubbard and Lake Hazel Roads, Kuna

Key # : 19997

Inflated

Performance Measures Met:

- Freight Movement and Economic Vitality
- Transportation Safety
- Environmental Sustainability

Requesting Agency: ITD

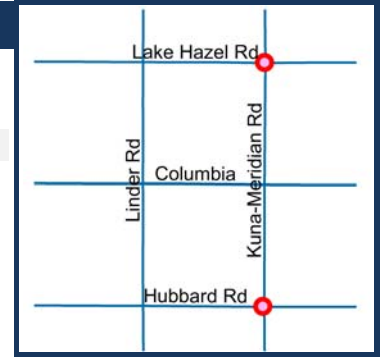
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$985

Total Cost (Previous + Programmed): \$985

Project Description: Install signalization on SH-69 at the intersections of Hubbard Road and Lake Hazel Road in the City of Kuna to improve safety.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	41	0	0	277	318	0	318
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$41	\$0	\$0	\$277	\$318	\$0	\$318

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	200	0	0	0	0	210	195	15
2018	0	0	0	0	41	416	457	423	34
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$200	\$0	\$0	\$41	\$416	\$667	\$618	\$49

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

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

Last Modified 12/7/17

Smith Avenue and Middleton Road, Signalization, Nampa

Key # : 20167

Inflated

Performance Measures Met:

- Transportation Safety
- Community Infrastructure

Requesting Agency: City of Nampa

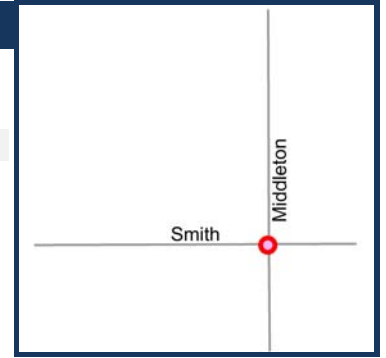
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$538

Total Cost (Previous + Programmed): \$538

Project Description: Widen lanes, and install a traffic signal, pedestrian facilities, street lighting, and turn lanes at the intersection of of Smith Avenue and Middleton Road in the City of Nampa.



Funding Source HSIP (Local) Local Match : 7.34% Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	12	66	0	0	0	0	79	73	6
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	58	401	460	426	34
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$12	\$66	\$0	\$0	\$58	\$401	\$538	\$499	\$39

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

Key # : 12048

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability
Farmland

Requesting Agency: City of Middleton

Project Year: 2018

Total Previous Expenditures: \$505

Total Programmed Cost: \$3,231

Total Cost (Previous + Programmed): \$3,736

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	346	2,375	2,721	2,521	200
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$346	\$2,375	\$2,721	\$2,521	\$200

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	510	0	0	0	510	0	510
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$510	\$0	\$0	\$0	\$510	\$0	\$510

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

Key # : 13910

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

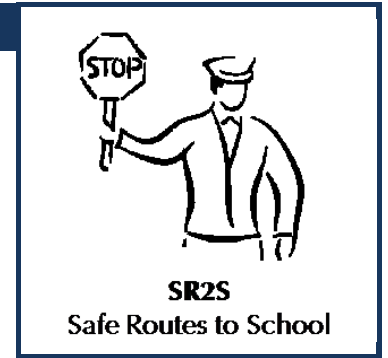
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$12

Total Cost (Previous + Programmed): \$12

Project Description: Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source		TAP-TMA					Local Match : 7.34%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	12	12	11	1	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$12	\$12	\$11	\$1	

SR2S, VRT, Ada County - FY2019 and FY2020

Key # : 13912

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

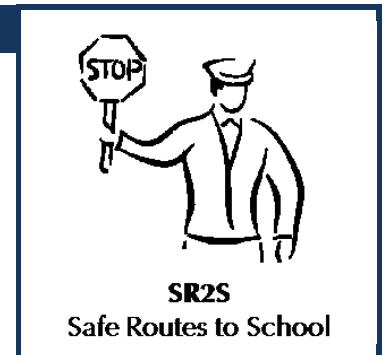
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$316

Total Cost (Previous + Programmed): \$316

Project Description: Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source		TAP-TMA					Local Match : 7.34%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	316	316	293	23	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$316	\$316	\$293	\$23	

SR2S, VRT, Ada County - FY2021

Key # : 20245

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$159

Total Cost (Previous + Programmed): \$159

Project Description: Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source		TAP-TMA					Local Match : 7.34%		Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	159	159	147	12	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$159	\$159	\$147	\$12	

SR2S, VRT, Ada County - PD

Key # : 19968

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

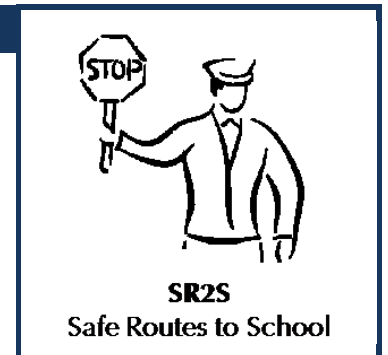
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$159

Total Cost (Previous + Programmed): \$159

Project Description: Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source		TAP-TMA					Local Match : 7.34%		Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	159	159	147	12	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$159	\$159	\$147	\$12	

SR2S, VRT, Canyon County - FY2018

Key # : 20089

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$60

Total Cost (Previous + Programmed): \$60

Project Description: Support one full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Canyon County with a focus on the Nampa, Caldwell, and Vallivue School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.



Funding Source		TAP-State					Local Match : 7.34%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	0	0	0	0	0	60	60	56	4	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$60	\$60	\$56	\$4	

SR2S, VRT, Canyon County - FY2018

Key # : 20716

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$75

Total Cost (Previous + Programmed): \$75

Project Description: Support one full-time and one part-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Canyon County with a focus on the Nampa, Caldwell, and Vallivue School Districts. The Treasure Valley YMCA will receive pass-through funds for this project



Funding Source		FTA 5307 SU					Local Match : 20.00%		Funding Allocation :	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	0	0	0	0	0	75	75	60	15	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$75	\$75	\$60	\$15	

State Street and Collister Drive Intersection, Boise

Key # : 13481

Inflated

Performance Measures Met:

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

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$938

Total Programmed Cost: \$9,313

Total Cost (Previous + Programmed): \$10,251

Project Description: Improve the intersection of State Street and Collister Drive in the City of Boise.



Funding Source STP-TMA

Local Match : 7.34%

Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	95	680	0	0	0	775	718	57
2018	0	0	0	0	1,280	7,258	8,538	7,912	627
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$95	\$680	\$0	\$1,280	\$7,258	\$9,313	\$8,630	\$684

State Street Lighting, 16th Street to 23rd Street, Boise

Key # : 20275

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$360

Total Cost (Previous + Programmed): \$360

Project Description: Install additional street lighting on State Street between 16th Street and 23rd Street in the City of Boise. The segments of the street in between the intersections are not lighted.



Funding Source HSIP (Local)

Local Match : 7.34%

Funding Allocation : Other - Not Classified

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	12	55	0	0	0	0	67	62	5
2019	0	0	0	0	44	249	293	271	22
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$12	\$55	\$0	\$0	\$44	\$249	\$360	\$334	\$26

Studies and Special Projects Set-Aside, Boise Area - FY2021

Key # : 19303

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$290

Total Cost (Previous + Programmed): \$290

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



Funding Source		STP-TMA					Local Match : 7.34%				Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	290	0	0	0	0	290	269	21			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$290	\$0	\$0	\$0	\$0	\$290	\$269	\$21			

Studies and Special Projects Set-Aside, Boise Area - FY2022

Key # : 19571

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

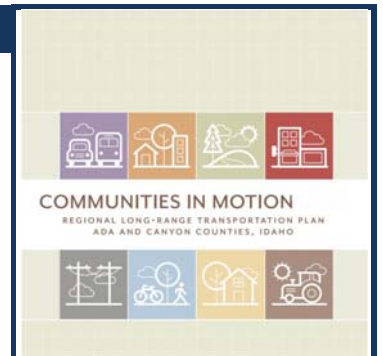
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$290

Total Cost (Previous + Programmed): \$290

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



Funding Source		STP-TMA					Local Match : 7.34%				Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	290	0	0	0	0	290	269	21			
Fund Totals:	\$0	\$290	\$0	\$0	\$0	\$0	\$290	\$269	\$21			

Studies and Special Projects Set-Aside, Boise Area - FY2023

Key # : 20271

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

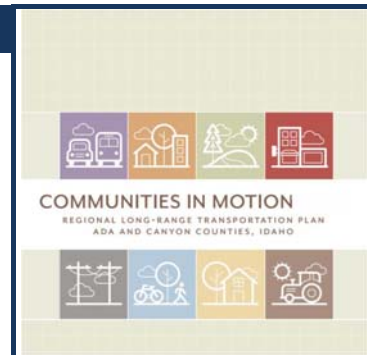
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$290

Total Cost (Previous + Programmed): \$290

Project Description: Set-aside funds for studies and special projects in the Boise Urbanized Area. Applications will be accepted in 2021 for specific projects for these funds. Eligible projects include studies to meet federal requirements or those to meet goals of Communities in Motion 2040, the regional long-range transportation plan.



Funding Source		STP-TMA					Local Match : 7.34%				Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	290	0	0	0	0	290	269	21			
Fund Totals:	\$0	\$290	\$0	\$0	\$0	\$0	\$290	\$269	\$21			

Studies and Special Projects Set-Aside, Boise Area- FY2020

Key # : 19712

Inflated

Performance Measures Met:

Support

Requesting Agency: COMPASS

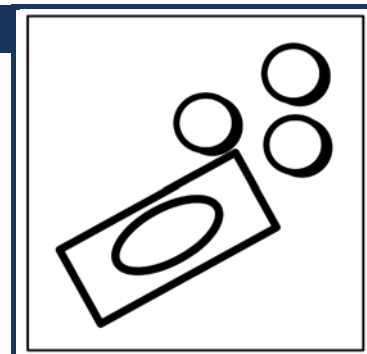
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$296

Total Cost (Previous + Programmed): \$296

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



Funding Source		STP-TMA					Local Match : 7.34%				Funding Allocation : Other - Not Classified	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	0	0	0	0			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	296	0	0	0	0	296	274	22			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$296	\$0	\$0	\$0	\$0	\$296	\$274	\$22			

Study, Intersection at SH-44 (State Street) and Glenwood Street , Boise

Key # : 20049

Inflated

Performance Measures Met:

Support

Requesting Agency: Joint ITD/ACHD

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$200

Total Cost (Previous + Programmed): \$200

Project Description: Study the intersection at the intersection of SH-44 (State Street) and Glenwood Street in the City of Boise to recommend possible future improvements.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	100	0	0	0	0	100	93	7
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$100	\$0	\$0	\$0	\$0	\$100	\$93	\$7

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	100	0	0	0	0	100	0	100
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$100	\$0	\$0	\$0	\$0	\$100	\$0	\$100

Study, SH-44, Junction I-84 in Canyon County to Ballantyne Lane in Eagle

Key # : 07827

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

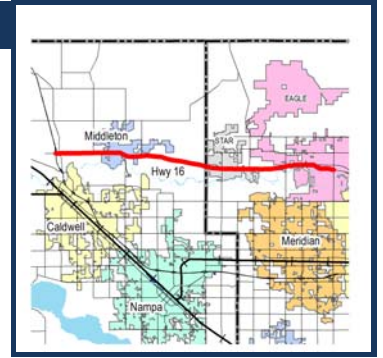
Project Year: 2017

Total Previous Expenditures: \$4,622

Total Programmed Cost: \$51

Total Cost (Previous + Programmed): \$4,673

Project Description: Study the SH-44 corridor to recommend possible future improvements from the junction of I-84, north of the City of Caldwell, to Ballantyne Lane in the City of Eagle.



Funding Source		Systems Planning		Local Match : 7.34%			Funding Allocation : 100 % Road		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	51	0	0	0	0	51	47	4
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$51	\$0	\$0	\$0	\$0	\$51	\$47	\$4

Study, US 20/26, Junction I-84 to SH-55 (Eagle Road), Caldwell to Boise

Key # : 07826

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

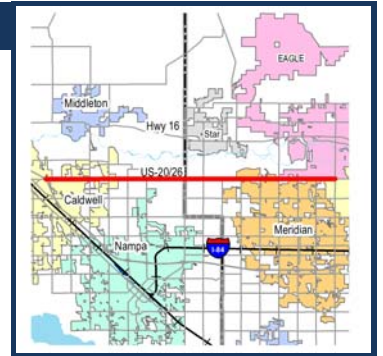
Project Year: 2017

Total Previous Expenditures: \$3,855

Total Programmed Cost: \$61

Total Cost (Previous + Programmed): \$3,916

Project Description: Study the US 20/26 corridor to recommend possible future improvements on US 20/26 from the junction of I-84 in the City of Caldwell to SH-55 (Eagle Road) in the City of Boise.



Funding Source		Systems Planning		Local Match : 7.34%			Funding Allocation : Other - Not Classified		
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	61	0	0	0	0	61	57	4
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$61	\$0	\$0	\$0	\$0	\$61	\$57	\$4

Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian

Key # : RD202-31

Inflated

Performance Measures Met:

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

Requesting Agency: ACHD

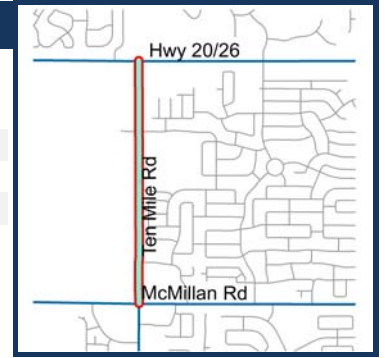
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,643

Total Cost (Previous + Programmed): \$3,643

Project Description: Widen Ten Mile Road to five lanes including curb, gutter, sidewalk, and bike lanes in accordance with the 2012 Capital Improvement Plan.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	276	0	0	0	0	276	0	276
2021	0	0	0	0	0	0	0	0	0
PD	0	0	607	0	0	2,760	3,367	0	3,367
Fund Totals:	\$0	\$276	\$607	\$0	\$0	\$2,760	\$3,643	\$0	\$3,643

Ten Mile Road, Ustick Road to McMillan Road, Meridian

Key # : RD202-32

Inflated

Performance Measures Met:

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

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,205

Total Cost (Previous + Programmed): \$4,205

Project Description: Widen Ten Mile Road to five lanes including curb, gutter, sidewalk, and bike lanes in accordance with the 2012 Capital Improvement Plan. Project includes bridge #114 and #115P.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	312	0	0	0	0	312	0	312
2020	0	0	669	0	0	0	669	0	669
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	3,224	3,224	0	3,224
Fund Totals:	\$0	\$312	\$669	\$0	\$0	\$3,224	\$4,205	\$0	\$4,205

Transit - Accessible Vehicles, Vehicle Sharing Pool, Nampa Area

Key # : 19079

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$79

Total Cost (Previous + Programmed): \$79

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	79	79	63	16
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$79	\$79	\$63	\$16

Transit - Acquisition of Service, Boise Area

Key # : 19691

Inflated

Performance Measures Met:

Support

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,680

Total Cost (Previous + Programmed): \$1,680

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	336	336	269	67
2018	0	0	0	0	0	336	336	269	67
2019	0	0	0	0	0	336	336	269	67
2020	0	0	0	0	0	336	336	269	67
2021	0	0	0	0	0	336	336	269	67
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,680	\$1,680	\$1,344	\$336

Transit - Acquisition of Service, Nampa

Key # : 18739

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,415

Total Cost (Previous + Programmed): \$1,415

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	283	283	226	57
2018	0	0	0	0	0	283	283	226	57
2019	0	0	0	0	0	283	283	226	57
2020	0	0	0	0	0	283	283	226	57
2021	0	0	0	0	0	283	283	226	57
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,415	\$1,415	\$1,132	\$283

Transit - Associated Capital Enhancements, Nampa Area

Key # : 18781

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Congestion Reduction/System Reliability

Project Year: 2017

Transportation Safety

Total Previous Expenditures: \$0

Total Programmed Cost: \$600

Total Cost (Previous + Programmed): \$600

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	200	200	160	40
2018	0	0	0	0	0	100	100	80	20
2019	0	0	0	0	0	100	100	80	20
2020	0	0	0	0	0	100	100	80	20
2021	0	0	0	0	0	100	100	80	20
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$600	\$600	\$480	\$120

Transit - Associated Capital Improvements, Boise Area

Key # : 19081

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Transportation Safety

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$344

Total Cost (Previous + Programmed): \$344

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	58	58	46	12
2019	0	0	0	0	0	58	58	46	12
2020	0	0	0	0	0	114	114	91	23
2021	0	0	0	0	0	114	114	91	23
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$344	\$344	\$275	\$69

Transit - Beyond Demand Response, Nampa Area

Key # : 19398

Inflated

Performance Measures Met:

Requesting Agency: Treasure Valley Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$340

Total Cost (Previous + Programmed): \$340

Project Description: Provides demand response service above and beyond Americans with Disabilities Act requirements in the Nampa Urbanized Area. Project uses FY2015 and FY2016 funding, carried over to FY2017.



Funding Source FTA 5310 SU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	340	340	170	170
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$340	\$340	\$170	\$170

Transit - Beyond Demand Response, Nampa Area

Key # : 20043

Inflated

Performance Measures Met:

Support

Requesting Agency: Joint VRT/TVT

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,946

Total Cost (Previous + Programmed): \$1,946

Project Description: Provides demand response service above and beyond Americans with Disabilities Act requirements in the Nampa Urbanized Area. Project uses funds from FY2016 through FY2019, and provides service from FY2017 through FY2021.



Funding Source		FTA 5307 SU					Local Match : 50.00%				Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	564	564	282	282			
2018	0	0	0	0	0	800	800	400	400			
2019	0	0	0	0	0	582	582	291	291			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,946	\$1,946	\$973	\$973			

Transit - Bus Stop Enhancement, Middleton

Key # : 19716

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$20

Total Cost (Previous + Programmed): \$20

Project Description: Relocate the bus stop on SH-44 and install a shelter. This is a companion project with KN 19297. Funds from FY2015, carried over to FY2017.



Funding Source		FTA 5307 SU					Local Match : 20.00%				Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2017	0	0	0	0	0	20	20	16	4			
2018	0	0	0	0	0	0	0	0	0			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$20	\$20	\$16	\$4			

Transit - Capital Lease or Purchase and Maintenance, Boise Area

Key # : 19122

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,683

Total Cost (Previous + Programmed): \$1,683

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	319	319	255	64
2018	0	0	0	0	0	319	319	255	64
2019	0	0	0	0	0	319	319	255	64
2020	0	0	0	0	0	363	363	290	73
2021	0	0	0	0	0	363	363	290	73
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,683	\$1,683	\$1,346	\$337

Transit - Capital Lease or Purchase and Maintenance, Nampa Area

Key # : 18929

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,461

Total Cost (Previous + Programmed): \$2,461

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	15	15	12	3
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	1,223	1,223	978	245
2021	0	0	0	0	0	1,223	1,223	978	245
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,461	\$2,461	\$1,969	\$492

Transit - Capital Purchase and Maintenance, Boise Area

Key # : 13779

Inflated

Performance Measures Met:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$152

Total Cost (Previous + Programmed): \$152

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	152	152	122	30
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$152	\$152	\$122	\$30

Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area

Key # : 18788

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,400

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

Project Description: Provide expansion and replacement of rolling stock, infrastructure, and technology in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	101	101	81	20
2018	0	0	0	0	0	99	99	79	20
2019	0	0	0	0	0	400	400	320	80
2020	0	0	0	0	0	400	400	320	80
2021	0	0	0	0	0	400	400	320	80
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,400	\$1,400	\$1,120	\$280

Transit - Capital, Rolling Stock, Infrastructure, Technology, Nampa Area

Key # : 18911

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$670

Total Cost (Previous + Programmed): \$670

Project Description: Provide expansion and replacement of rolling stock, infrastructure, and technology in the Nampa Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	430	430	344	86
2018	0	0	0	0	0	60	60	48	12
2019	0	0	0	0	0	60	60	48	12
2020	0	0	0	0	0	60	60	48	12
2021	0	0	0	0	0	60	60	48	12
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$670	\$670	\$536	\$134

Transit - Capital, Safety and Security, Boise Area

Key # : 19131

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$220

Total Cost (Previous + Programmed): \$220

Project Description: Provide capital facility, rolling stock and equipment, safety and security, enhancements, and associated capital to operate the public transportation system in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	44	44	35	9
2018	0	0	0	0	0	44	44	35	9
2019	0	0	0	0	0	44	44	35	9
2020	0	0	0	0	0	44	44	35	9
2021	0	0	0	0	0	44	44	35	9
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$176	\$44

Transit - Capital, Safety and Security, Nampa Area

Key # : 18685

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

Total Cost (Previous + Programmed): \$150

Project Description: Provides capital facility, equipment, safety and security, enhancements, and associated capital to operate the public transportation system in the Nampa Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	30	30	24	6
2018	0	0	0	0	0	30	30	24	6
2019	0	0	0	0	0	30	30	24	6
2020	0	0	0	0	0	30	30	24	6
2021	0	0	0	0	0	30	30	24	6
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$150	\$150	\$120	\$30

Transit - College of Western Idaho Entrance and Roundabout, Nampa

Key # : 19609

Inflated

Performance Measures Met:

Transportation Safety

Congestion Reduction/System Reliability

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$779

Total Cost (Previous + Programmed): \$779

Project Description: Accommodates the need for alternative transportation services, by installing of public improvements to facilitate access to a bus transport/park and ride facility located by the College of Western Idaho campus in the City of Nampa. Funding from FY2014 and FY2015, carried over to FY2017.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	0	0	0	0	0	779	779	623	156
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$779	\$779	\$623	\$156

Transit - Demand Response Operations, Boise Area

Key # : 18785

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,452

Total Cost (Previous + Programmed): \$2,452

Project Description: Provide operating funds for demand response services in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	480	480	384	96
2018	0	0	0	0	0	493	493	394	99
2019	0	0	0	0	0	493	493	394	99
2020	0	0	0	0	0	493	493	394	99
2021	0	0	0	0	0	493	493	394	99
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,452	\$2,452	\$1,962	\$490

Transit - Demand Response Operations, Nampa Area

Key # : 18762

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$193

Total Cost (Previous + Programmed): \$193

Project Description: Provide operating funds for demand response service in the Nampa Urbanized Area. Funds from FY2015 and FY2016 carried over to FY2017.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	38	38	30	8
2018	0	0	0	0	0	38	38	30	8
2019	0	0	0	0	0	39	39	31	8
2020	0	0	0	0	0	39	39	31	8
2021	0	0	0	0	0	39	39	31	8
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$193	\$193	\$154	\$39

Transit - Demand Response, Nampa

Key # : 18989

Inflated

Performance Measures Met:

Requesting Agency: Treasure Valley Transit

Support

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: (\$58)

Total Cost (Previous + Programmed): (\$58)

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



Funding Source FTA 5310 SU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	-58	-58	-29	-29
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$58)	(\$58)	(\$29)	(\$29)

Transit - Demand Response, Nampa - FY2013

Key # : 13832

Inflated

Performance Measures Met:

Requesting Agency: Treasure Valley Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$25

Total Cost (Previous + Programmed): \$25

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



Funding Source FTA 5310 SU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	25	25	13	13
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$25	\$25	\$13	\$13

Transit - Fixed Line Operations, Nampa Area

Key # : 18786

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,368

Total Cost (Previous + Programmed): \$5,368

Project Description: Provide public transportation operations and administration in the Nampa Urbanized Area.



Funding Source FTA 5307 SU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	1,026	1,026	513	513
2018	0	0	0	0	0	1,052	1,052	526	526
2019	0	0	0	0	0	1,078	1,078	539	539
2020	0	0	0	0	0	1,106	1,106	553	553
2021	0	0	0	0	0	1,106	1,106	553	553
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,368	\$5,368	\$2,684	\$2,684

Transit - Mobility Operations, Boise Area

Key # : 19041

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,552

Total Cost (Previous + Programmed): \$3,552

Project Description: Provides operations for mobility management programs in the Boise Urbanized Area.



Funding Source FTA 5307 LU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	696	696	348	348
2018	0	0	0	0	0	714	714	357	357
2019	0	0	0	0	0	714	714	357	357
2020	0	0	0	0	0	714	714	357	357
2021	0	0	0	0	0	714	714	357	357
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,552	\$3,552	\$1,776	\$1,776

Transit - Mobility Operations, Nampa Area

Key # : 19023

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,246

Total Cost (Previous + Programmed): \$1,246

Project Description: Provides operations for mobility management programs in the Nampa Urbanized Area. Funds from FY2015 and FY2016 carried over to FY2017.



Funding Source FTA 5307 SU Local Match : 50.00% Funding Allocation : 100 % Alternative

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	246	246	123	123
2018	0	0	0	0	0	250	250	125	125
2019	0	0	0	0	0	250	250	125	125
2020	0	0	0	0	0	250	250	125	125
2021	0	0	0	0	0	250	250	125	125
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,246	\$1,246	\$623	\$623

Transit - Park and Ride, Middleton

Key # : 19297

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Congestion Reduction/System Reliability

Project Year: 2017

Transportation Safety

Total Previous Expenditures: \$0

Environmental Sustainability

Community Infrastructure

Health

Total Programmed Cost: \$1,010

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

Project Description: Design and construct a park and ride lot and bus shelter in the City of Middleton at Piccadilly Park, located on SH-44 across from Middleton Middle School. Project will include, bus shelter, parking lot, sidewalk, curb, gutter, lighting, draining, landscaping, and some road/sidewalk improvements on West 4th Avenue North and SH-44 for safety and connectivity. Project uses FY2015 and FY2016 funding, carried over to FY2017.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	85	0	0	0	925	1,010	808	202
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$85	\$0	\$0	\$0	\$925	\$1,010	\$808	\$202

Transit - Preventive Maintenance, Boise Area

Key # : 19137

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Maintenance

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$9,515

Total Cost (Previous + Programmed): \$9,515

Project Description: Provide preventive maintenance support for fixed route and demand responsive public transportation service in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	1,921	1,921	1,537	384
2018	0	0	0	0	0	1,969	1,969	1,575	394
2019	0	0	0	0	0	1,875	1,875	1,500	375
2020	0	0	0	0	0	1,875	1,875	1,500	375
2021	0	0	0	0	0	1,875	1,875	1,500	375
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$9,515	\$9,515	\$7,612	\$1,903

Transit - Preventive Maintenance, Nampa Area

Key # : 18914

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Maintenance

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,332

Total Cost (Previous + Programmed): \$1,332

Project Description: Provide preventive maintenance support for fixed route and demand responsive public transportation service in the Nampa Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	258	258	206	52
2018	0	0	0	0	0	264	264	211	53
2019	0	0	0	0	0	270	270	216	54
2020	0	0	0	0	0	270	270	216	54
2021	0	0	0	0	0	270	270	216	54
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,332	\$1,332	\$1,066	\$266

Transit - Technology, Boise Area

Key # : 18884

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$465

Total Cost (Previous + Programmed): \$465

Project Description: Purchase equipment to implement Valley Regional Transit's technology plan in the Boise Urbanized Area.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	75	75	60	15
2018	0	0	0	0	0	75	75	60	15
2019	0	0	0	0	0	103	103	82	21
2020	0	0	0	0	0	106	106	85	21
2021	0	0	0	0	0	106	106	85	21
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$465	\$465	\$372	\$93

Transit - Technology, Nampa Area

Key # : 19573

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$400

Total Cost (Previous + Programmed): \$400

Project Description: Provide annunciators for all fixed-route vehicles in the ValleyRide fleet. Annunciators are considered en-route public transportation information, and provide audio and visual announcements to travelers in the Nampa Urbanized Area. Information will be available on-board a public transportation vehicle, and at bus stations and bus stops, to assist travelers in making informed decisions and itinerary modifications. Funds from FY2015 and FY2016 carried over to FY2017.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	400	400	320	80
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$400	\$400	\$320	\$80

Transit - University District Multimodal Connectivity, Nampa

Key # : 19235

Inflated

Performance Measures Met:

Requesting Agency: City of Nampa

Project Year: 2016

Total Previous Expenditures:

Congestion Reduction/System Reliability

Transportation Safety

Environmental Sustainability

Health

Open Space

Total Programmed Cost: \$358

Total Cost (Previous + Programmed):

Project Description: Improve access to transit through bicycle and pedestrian facility improvements in the City of Nampa's central core near the University District, expanding facilities that provide multimodal transportation by adding a bicycle boulevard and shared use lanes. Funding from FY2014 and FY2015, carried over to FY2017.

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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	358	358	286	72
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$358	\$358	\$286	\$72

Transit - Vehicle Replacement, Metro Community Service, Nampa Area

Key # : 20105

Inflated

Performance Measures Met:

Requesting Agency: Metro Community Services

Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$58

Total Cost (Previous + Programmed): \$58

Project Description: Replace a vehicle operated by the Metro Community Services (formerly Canyon County Organization on Aging [CCOA]) to maintain levels of service for the elderly and persons with disabilities in the Nampa Urbanized Area. Project uses FY2016 funds.

Transportation Infrastructure



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	58	58	46	12
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$58	\$58	\$46	\$12

Transit, Southwest Bus and Bus Facility - FY2015

Key # : 19147

Inflated

Performance Measures Met:

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$0

Total Programmed Cost: \$310

Total Cost (Previous + Programmed): \$310

Project Description: Purchase replacement vehicles in small urban areas throughout the state of Idaho. This project shows funds only for Valley Regional Transit in the Nampa Urbanized Area, other projects are included in this project in the STIP. Funds from FY2013, carried over to FY2017.



Funding Source		FTA 5339 SU					Local Match : 20.00%		Funding Allocation : 100 % Alternative	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	310	310	248	62	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$310	\$310	\$248	\$62	

US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle

Key # : 20594

Inflated

Performance Measures Met:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Requesting Agency: ITD

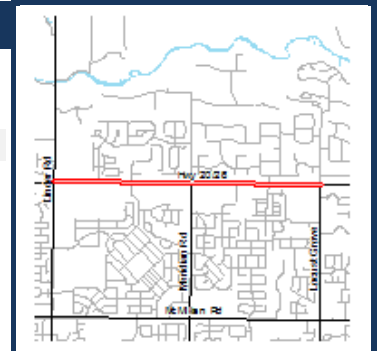
Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$15,531

Total Cost (Previous + Programmed): \$15,531

Project Description: Widen US 20/26 (Chinden Boulevard) from Linder Road to Locust Grove Road in the cities of Meridian and Eagle. An additional lane in both directions will improve congestion issues. Work also includes improvements to existing intersections.



Funding Source		HSIP					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	1,020	1,020	0	0	0	0	2,040	1,890	150	
2019	0	780	0	0	0	0	780	723	57	
2020	0	0	2,388	0	0	0	2,388	2,212	175	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	938	9,385	10,323	9,565	758	
Fund Totals:	\$1,020	\$1,800	\$2,388	\$0	\$938	\$9,385	\$15,531	\$14,391	\$1,140	

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

Key # : 19944

Inflated

Performance Measures Met:

Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$11,251

Total Cost (Previous + Programmed): \$11,251

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	200	1,000	0	0	0	0	1,200	1,112	88
2018	0	255	2,219	0	0	0	2,474	2,292	182
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	541	7,036	7,577	7,021	556
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$200	\$1,255	\$2,219	\$0	\$541	\$7,036	\$11,251	\$10,425	\$826

US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian

Key # : 20227

Inflated

Performance Measures Met:

Transportation Infrastructure
Freight Movement and Economic Vitality
Transportation Safety

Requesting Agency: ITD

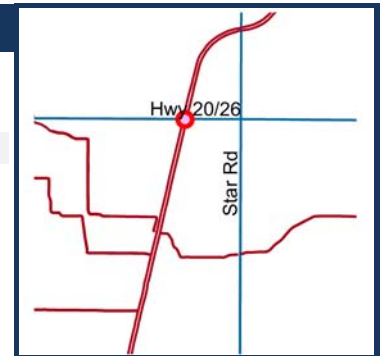
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,650

Total Cost (Previous + Programmed): \$3,650

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	50	500	0	0	0	0	550	510	40
2018	102	0	0	0	0	0	102	95	7
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	292	2,706	2,998	2,778	220
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$152	\$500	\$0	\$0	\$292	\$2,706	\$3,650	\$3,382	\$268

US 20/26 (Chinden), SH-16 to Linder Road, Ada County and Meridian

Key # : 20603

Inflated

Performance Measures Met:

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

Requesting Agency: ITD

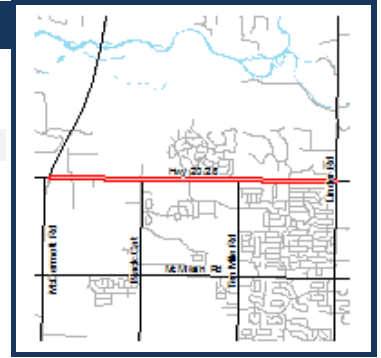
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$18,370

Total Cost (Previous + Programmed): \$18,370

Project Description: Widen US 20/26 (Chinden Boulevard) from SH-16 to Linder Road in Ada County and the City of Meridian. This project is in development stage only; construction is considered "unfunded."



Funding Source HSIP		Local Match : 7.34%					Funding Allocation : 100 % Road			
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	153	0	0	0	0	0	153	142	11	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	3,864	0	1,104	13,249	18,217	16,880	1,337	
Fund Totals:	\$153	\$0	\$3,864	\$0	\$1,104	\$13,249	\$18,370	\$17,022	\$1,348	

US 20/26 (Chinden), Star Road to SH-16, Ada County

Key # : 20367

Inflated

Performance Measures Met:

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

Requesting Agency: ITD

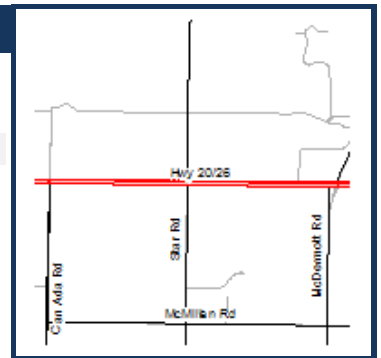
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,115

Total Cost (Previous + Programmed): \$6,115

Project Description: Widen US 20/26 (Chinden Boulevard) from Star Road to SH-16 in Ada County. This project is in development stage only; construction is considered "unfunded."



Funding Source HSIP		Local Match : 7.34%					Funding Allocation : 100 % Road			
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	0	0	0	0	0	
2018	153	0	0	0	0	0	153	142	11	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	1,104	0	442	4,416	5,962	5,524	438	
Fund Totals:	\$153	\$0	\$1,104	\$0	\$442	\$4,416	\$6,115	\$5,666	\$449	

US 20/26 and Farmway/Kent Ranch Road Intersection, west of Caldwell

Key # : 18852

Inflated

Performance Measures Met:

Transportation Safety

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$110

Total Programmed Cost: \$978

Total Cost (Previous + Programmed): \$1,088

Project Description: Add a left-turn lane on eastbound US 20/26, add flashing beacons to existing warning signs, and realign the intersection to square up the intersection to 90 degrees on all four legs at US 20/26 and Farmway Road/Kent Ranch Road just west of the City of Caldwell.



Funding Source		HSIP					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	10	65	0	0	0	0	75	69	6	
2018	0	0	0	0	87	816	903	836	66	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$10	\$65	\$0	\$0	\$87	\$816	\$978	\$906	\$72	

US 20/26 and Franklin Road Intersection, Canyon County

Key # : 19111

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,120

Total Cost (Previous + Programmed): \$1,120

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



Funding Source		Strategic Initiatives					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	80	0	0	0	0	80	74	6	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	1,040	1,040	964	76	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$80	\$0	\$0	\$0	\$1,040	\$1,120	\$1,038	\$82	

US 20/26 Intersection Improvements, Canyon County

Key # : 19415

Inflated

Performance Measures Met:

Transportation Safety
Freight Movement and Economic Vitality

Requesting Agency: ITD

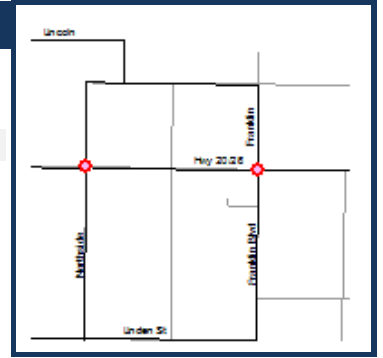
Project Year: 2019

Total Previous Expenditures: \$90

Total Programmed Cost: \$938

Total Cost (Previous + Programmed): \$1,028

Project Description: Add right turn lanes and paved shoulder to three intersections along the US 20/26 corridor (Midland Boulevard, Northside Boulevard, and Can-Ada Road).



Funding Source Strategic Initiatives Local Match : 7.34% Funding Allocation : 100 % Road

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	80	0	0	0	0	80	74	6
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	78	780	858	795	63
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$80	\$0	\$0	\$78	\$780	\$938	\$869	\$69

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

Key # : 19412

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$260

Total Programmed Cost: \$4,001

Total Cost (Previous + Programmed): \$4,261

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	1	0	0	0	384	3,616	4,001	3,707	294
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1	\$0	\$0	\$0	\$384	\$3,616	\$4,001	\$3,707	\$294

US 20/26, Broadway Bridge Boise

Key # : 11588

Inflated

Performance Measures Met:

Requesting Agency: ITD

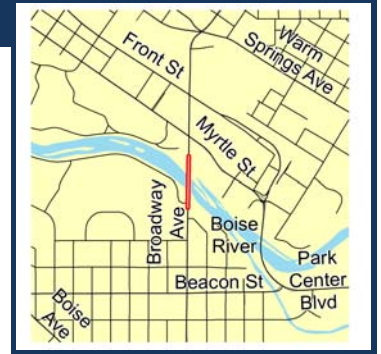
Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: \$200

Total Cost (Previous + Programmed):

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



Funding Source Restoration **Local Match : 7.34%** **Funding Allocation : 75 % Road 25 % Alternative**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	54	-54	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$54	(\$54)	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source Bridge Restoration **Local Match : 7.34%** **Funding Allocation : 75 % Road 25 % Alternative**

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	200	200	185	15
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$200	\$200	\$185	\$15

US 20/26, Broadway Bridge Girders, Boise

Key # : 19180

Inflated

Performance Measures Met:

Requesting Agency: ITD

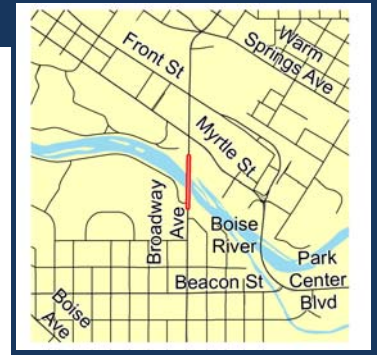
Project Year: 2017

Total Previous Expenditures: \$0

Total Programmed Cost: \$10

Total Cost (Previous + Programmed): \$10

Project Description: Purchase the girders for the rebuild of the Broadway Bridge.



Funding Source		Bridge Restoration					Local Match : 7.34%		Funding Allocation :	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	-40	50	10	9	1	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	(\$40)	\$50	\$10	\$9	\$1	

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

Key # : 19181

Inflated

Performance Measures Met:

Support

Requesting Agency: ITD

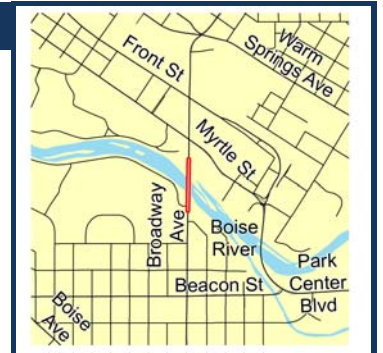
Project Year: 2017

Total Previous Expenditures:

Total Programmed Cost: (\$10)

Total Cost (Previous + Programmed):

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



Funding Source		Bridge Restoration					Local Match : 7.34%		Funding Allocation :	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	3	-13	-10	-9	-1	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$3	(\$13)	(\$10)	(\$9)	(\$1)	

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

Key # : 19727

Inflated

Performance Measures Met:

Maintenance
Freight Movement and Economic Vitality

Requesting Agency: ITD

Project Year: 2017

Total Previous Expenditures: \$296

Total Programmed Cost: \$2,801

Total Cost (Previous + Programmed): \$3,097

Project Description: Restore the pavement on US 20/26 from River Street (milepost 48.13) to the Federal Way exit (milepost 52.12) in downtown Boise along Myrtle Street, Front Street, and Broadway Avenue in the City of Boise by milling off the old surface and inlaying a new one.



Funding Source		Pavement Preservation					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	5	3	0	0	352	2,441	2,801	2,595	206	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$5	\$3	\$0	\$0	\$352	\$2,441	\$2,801	\$2,595	\$206	

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

Key # : 19332

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$55

Total Programmed Cost: \$722

Total Cost (Previous + Programmed): \$777

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



Funding Source		Pavement Preservation					Local Match : 7.34%		Funding Allocation : 100 % Road	
Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2017	0	0	0	0	63	659	722	669	53	
2018	0	0	0	0	0	0	0	0	0	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$63	\$659	\$722	\$669	\$53	

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

Key # : 12886

Inflated

Performance Measures Met:

Requesting Agency: ITD

Project Year: 2016

Total Previous Expenditures: \$560

Total Programmed Cost: \$0

Total Cost (Previous + Programmed): \$560

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



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	10	0	0	0	-10	0	0	0	0
2018	0	0	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$0	(\$10)	\$0	\$0	\$0	\$0

US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County

Key # : 19645

Inflated

Performance Measures Met:

Maintenance

Requesting Agency: ITD

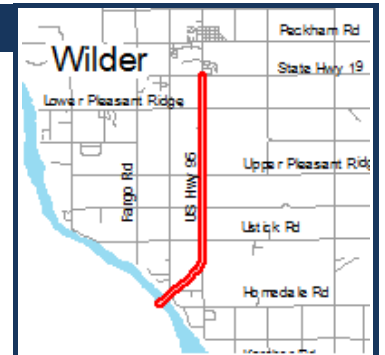
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,324

Total Cost (Previous + Programmed): \$3,324

Project Description: Seal coat US-95 from the Oregon State Line (milepost 0) to the City of Wilder (milepost 38.4) to preserve this section of roadway. (90% Owyhee County and 10% Canyon County)



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	0	0	0	0	0	0
2018	63	0	0	0	0	0	63	59	5
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	154	3,107	3,261	3,022	239
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$63	\$0	\$0	\$0	\$154	\$3,107	\$3,324	\$3,080	\$244

Ustick Road, Linder Road to Meridian Road, Meridian

Key # : RD202-35

Inflated

Performance Measures Met:

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

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$176

Total Programmed Cost: \$2,385

Total Cost (Previous + Programmed): \$2,561

Project Description: Widen Ustick Road from Linder Road to Meridian Road in the City of Meridian to five lanes with curb, gutter, sidewalks, and bike lanes.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	100	0	2,052	2,152	0	2,152
2018	0	0	0	0	0	233	233	0	233
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$100	\$0	\$2,285	\$2,385	\$0	\$2,385

Ustick Road, Meridian Road to Locust Grove Road, Meridian

Key # : RD202-37

Inflated

Performance Measures Met:

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

Requesting Agency: ACHD

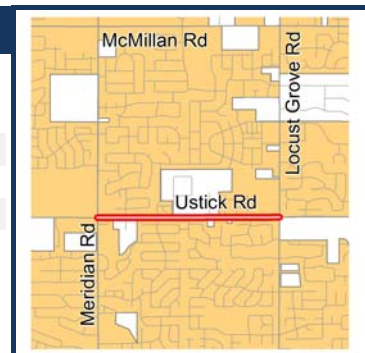
Project Year: 2017

Total Previous Expenditures: \$447

Total Programmed Cost: \$2,385

Total Cost (Previous + Programmed): \$2,832

Project Description: Widen Ustick Road from Meridian Road to Locust Grove Road in the City of Meridian from two-lane to five-lane urban section with curbs, gutter, sidewalks, and bike lanes.



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

Cost Year	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2017	0	0	0	100	0	2,052	2,152	0	2,152
2018	0	0	0	0	0	233	233	0	233
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$100	\$0	\$2,285	\$2,385	\$0	\$2,385



APPENDIX B
PUBLIC COMMENTS

FY2017 – 2021 Regional Transportation Improvement Program

August 19 – September 19, 2016

Public Comments Received (Verbatim)

Total number of comments received by COMPASS: 24

Email: 3

Online Comment Form: 15

Hard Copy Comment Form: 2

Letter: 4

[Link to additional comments received by ITD](#)

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
Comments on projects in the DRAFT FY2017 - 2021 Regional Transportation Improvement Program (TIP)			
<p>It seems that everyone forgets about the most travelled North/South highway, highway 55...Locally known as the Highway of Death and Destruction...Idaho should be ashamed of these death traps. Many lives have been lost and lives have been destroyed due to serious injuries caused by so many accidents.</p> <p>The Highway just north of Horseshoe Bend is an absolute nightmare but it seems this highway NEVER gets a second look for necessary changes. ITD and State Senators have been notified of the problems yet no response from the Senators. The ITD tells us it is funding that precludes any consideration for alteration and repairs.</p> <p>Locals are seriously considering a large sign telling the traveling public they are traveling the Highway of Death and post statistics to prove it.. Now others say it would be better to post on YouTube actual scenes of this horrific traffic nightmare, show the hazards along this highway. The unbelievable traffic jams that can last hours during weekends and long holiday weekends.</p> <p>Highway 52 is so old and so poorly maintained that someday this road will be slough off into the river or major landslide will close it down. Sadly this road too has taken many lives, and some were very preventable.</p> <p>If the ITD were to admit it the old two lane bridge on Highway 55 as you enter into Horseshoe Bend is dangerous, probably should be condemned. When it fails Horseshoe Bend and all towns north will be blocked off impeding emergency traffic, tourism to such hot spots as Cascade, Donnelly and McCall, and those that need to commute from areas north of Horseshoe Bend to their jobs in and around Boise.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p> <p><u>COMPASS response to commenter:</u></p> <p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>COMPASS' planning area encompasses only Ada and Canyon Counties, so State Highway 52 and State Highway 55 north of Ada County do not fall under our jurisdiction. However, we will ensure that the Idaho Transportation Department receives your comments.</p> <p><u>Response from commenter:</u></p> <p>Thanks but ITD already knows of our concerns.</p>	<p>Dale Allumbaugh Horseshoe Bend</p>	<p>Email</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code / Name / Affiliation</p>	<p align="center">Format</p>
<p>Are there any plans on widening Hwy16 in the near future?</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p> <p><u>COMPASS response to commenter:</u></p> <p>There are no widening projects proposed for SH-16 in the next five years, per say. However, there are rehabilitation and safety improvements:</p> <ul style="list-style-type: none"> • SH-16 and Beacon Light Road Intersection Improvements, Ada County (Key 18872) • Bridge Repairs, Ada County – FY2018 (includes the bridge at SH-16 at the Boise River and Joplin Road) (Key 19064) <p>More details on these projects are available <u>online</u> (search by the key number).</p> <p>The majority of federal funds are currently used to maintain the existing system. There are very few expansion projects in the federal and state programs.</p> <p>Please give me a call if you would like more information.</p> <p>Thanks!</p>	<p>Ron Williams</p>	<p>Email</p>
<p>I keep hearing that Eagle Rd is going to be expanded from Amity through Victory. This really puzzles me because there is always such a HUGE back up every morning and evening between Amity and the Interstate. the entrances and exits are always full, always blocked, always mentioned on the radio and on tv as 'typical backlog' because of all the vehicles entering and exiting eagle road. Why are we adding more lane traffic toward that backup? It just doesn't make sense to me. I see the lines daily bumper to bumper and this is going to add another lane of bumper to bumper yet these vehicles really have no way to escape the backup all the way past Victory,</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to the ACHD</p> <p><u>COMPASS response to commenter:</u></p> <p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and be forwarded to</p>	<p>Not provided</p>	<p>Email</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code / Name / Affiliation</p>	<p align="center">Format</p>
<p>Overland and Franklin because of the interstate entrances and exits there. It just doesn't make sense to me to add more traffic to an already overloaded congested traffic nightmare. New lanes are not going to solve the issue of too many cars trying to get on and off of Eagle Road. Every single person I know avoids Eagle Road. why on earth do we continue to funnel even more traffic to that roadway? We have other roads that go north and south. It seems my money would be better spent creating new overpasses or creating new access roads from the ones that are less used. We are growing so quickly here and there are still lovely roads that don't have a bunch of traffic. most of us in the area try to use them whenever possible. Eagle is a blight through Meridian and this will only continue that issue while leaving other corridors operating nicely. Sooner or later we will need all of those roads updated. why not do that now, instead of making Eagle a sort of dangerous 'non interstate speeding' area.</p> <p>Thx. I really am not trying to be snarky. I just don't get sending more traffic to a heavily congested area unless that area is somehow being made into about 16 lanes for interstate access. Seems crazy.</p>	<p>the Ada County Highway District for consideration.</p>		
<p>Key # : RD207-33 Eagle rd. Amity to Victory. I think this is a great plan and much needed. There is a lot of congestion especially at peak time to get onto Eagle rd from the side streets in the subdivisions like Kingsbridge and Tuscan. It is very difficult to pull onto Eagle rd. especially now that the round-about (which we like) has been placed at amity and eagle it spaces the cars out just enough that there is no good break in traffic to pull out onto Eagle rd from the side streets. Adding additional lanes will reduce congestion while adding additional lanes to merge onto Eagle rd. It will also provide a turn lane as we exit Eagle rd so traffic does not stop behind us as we slow or stop to turn onto the side streets. Additionally with the new school Hillside and subdivision south of Amity on Eagle rd, (both east and west sides) I feel like it would be much smarter to increase the lane size through to lake hazel versus ending at Amity. There is also word of a High School planned for the area which would only increase traffic in that area further necessitating the lanes going through to Lake Hazel vs ending at Amity. Overall support the plan in general just feel it should be expanded farther.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to the ACHD</p>	<p>83642</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
<p>The short merging lane that runs west on Fairview from Eagle should be extended to the light at Hickory. It currently causes a major bottleneck. You just start getting some momentum from starting off through the intersection and then you have to slam on your breaks. You should probably just have that third lane go all the way from Eagle to Locust Grove. The city planners need to find a way to relieve traffic on Eagle Road. It has too much traffic and the speed limit is too fast. I think the days when it was an old country highway are far behind it. There is too much commerce on that road to continue with the current speed limit. I have put my pedal to the metal just to avoid getting creamed when I pull out of target. Locust grove from Fairview to Ustick needs widened, it's another traffic nightmare.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD</p>	<p>83646</p>	<p>Online comment form</p>
<p>While the expansions listed for Eagle Road to get addtl lanes north and southbound, it seems that a bigger addtl need is to rebuild the 1-84 and Eagle Rd. intersection and on/off ramps. There is constant congestion at this interchange. To get from the south side of the intersection to Pine can take up to 20min, depending on time of day. Cars turning from Overland left onto Eagle frequently stop in the intersection, mainly because there are not enough lanes to accommodate enough to get thru the turn during a light. The rebuild of Meridian Rd and I-84 was fantastic. This same design would help the Eagle and I-84 intersection much safer and friendly to the high traffic volume it sees daily.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD</p>	<p>83642</p>	<p>Online comment form</p>
<p>I am disappointed by the lack of improvements for SW Boise. This area has been growing for many years yet keeps the same network of roads with no improvements in the plan. The only changes recently have been the extension of Lake Hazel Road to Cole, which is beneficial, but doesn't alleviate traffic. Also, there is no bus service, few bike lanes or sidewalks in the area. So the only option seems to be more cars until better planning and improvements are done. I live off of Cole and Victory; S Cole Road is a bottleneck, and dangerous to pedestrians and bicyclists trying to seek alternative transportation. Please add projects to SW Boise.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ACHD and Valley Regional Transit</p>	<p>83709</p>	<p>Online comment form</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code / Name / Affiliation</p>	<p align="center">Format</p>
<p>Canyon Highway District No. 4 requests that the Preliminary Engineering Consulting funded under the STP-U source for the Old Highway 30, Plymouth Street Bridge Project be moved from 2019 to 2017. The Bridge (Local) funding included Preliminary Engineering Consulting in 2016 and the project concept report is scheduled to be completed in late 2016. In order to the project to progress, funding for Preliminary Engineering Consulting will be needed in 2017.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p><u>Email to commenter:</u> We'll have more details soon, but wanted you to know the Old Highway 30, Plymouth Street Bridge project received \$435,000 in the End-of-Year program. In essence, advanced the PEC funds to FY2016 to help finish that design!! Still working on the details. We will forward the administrative modification for your information when it's signed. Congrats!</p> <p><u>NOTE:</u> Comment from Canyon Highway District No. 4 and email from COMPASS to Canyon Highway District were sent nearly simultaneously. COMPASS informed Canyon Highway District of the additional funding after the comment was submitted, but before it was received by COMPASS.</p>	<p>Tim Richard Canyon Highway District No. 4 83607</p>	<p>Online comment form</p>
<p>Seems like there is something for everyone - a big variety of projects. Glad to see Chinden getting some love.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>83716</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
<p>We frequently drive between Nampa and Boise (including Meridian) and sometimes to Caldwell too. The priorities from our perspective to help move traffic and reduce carbon emissions, etc. are: 1. Widen & improvement the interstate from Caldwell through Nampa. 2. Widen, to 4 or 5 lanes, Chinden (highway 20/26) Eagle Rd. to the interstate at Caldwell starting at Eagle Rd. Start this in 2017! 3. Build an interchange at 5 Mile and the interstate. There aren't that many homes in the area and this would greatly help the congestion on Eagle Rd. Rather than milling 20/26 from Middleton Rd to Locust Grove, spend that money on widening 20/26. Rather than widening Ustick, or Franklin spend the money on 20/26. Widening those two will probably help 20/26 traffic by funneling more to those but 20/26 is a highway and should bear the higher traffic loads. Compass told us years ago that 20/26 was to have very few lights and extra large subdivision setbacks to maintain highway speeds - MANY new lights have been added since then and subdivisions have been allowed to build close to 20/26 which has contributed to a much worse traffic and pollution experience on 20/26! DON'T FUND the McDermott extension of highway 16 for the foreseeable future - spend the money on East/West roads and perhaps on a 5 Mile Rd extension over the river.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD</p>	<p>83687</p>	<p>Online comment form</p>
<p>Nice to see some money finally going to I84 between Nampa & Caldwell. Potholes are getting bigger than vehicles. Too bad we have to wait so long to get some attention. What's missing is fixing the nightmare between Franklin and Marketplace in Nampa. Can't believe this was left off the plate. It needs to be fixed NOW!!!!</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD and the City of Nampa</p>	<p>83605</p>	<p>Online comment form</p>
<p>13055 and 13905 – 10th ave is an active bicycle corridor, ensure bike lanes are included in the re-stripping. 13486 – Include bicycle lanes at the intersection of Holly and Colorado, this is a very active bike corridor just south of NNU.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to Cities of Caldwell and Nampa</p>	<p>83704</p>	<p>Online comment form</p>
<p>I see funds set aside for alternative forms of transportation. PLEASE do some planning for light rail in Treasure Valley. I was in Portland this weekend and the light rail is a wonderful asset to the community. Downtown traffic was not congested and there weren't so many rental cars in town. Tourists/Business Visitors can get to the heart of the beautiful city. Consider routes from Caldwell to Micron and from the Airport to the Capital. I imagine you might be able to get some help from corporations or possibly (?) schools.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>83712</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
<p>Most projects seem adequate and take into consideration maintenance and care of current infrastructure. New construction takes into consideration pedestrian and bicycle safety and transit as well. However, SH 20/26 was only widened between Locust Grove to SH-55 in the year 2021. SH-20/26 is a major transportation artery and alternative to I-84. Current infrastructure is extremely congested, especially during peak commute times. SH-20/26 needs to be an immediate priority and should be an "express way". It travels through all of Treasure Valley and would be ideal for light rail, bus routes, park and rides, bike corridors, etc... SH-44 is also another artery that needs to be expanded and prioritized, however, SH-20/26 is the most vital and has the ability to make the biggest impact. The population in these areas and commercial activity has been increasing exponentially and public transportation corridors in these areas would be a great asset and important to the quality of life in these areas. The ideal plan in the future would include a commuter rail/light rail running west to east from Caldwell to downtown Boise with Bus routes running North and South loops along the light rail route.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD</p>	<p>83646</p>	<p>Online comment form</p>
<p>Please add a section to make driving and texting or not using a hand free device while talking on the phone illegal. I moved from an area where this law was put into place and the results were very positive.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p>	<p>83702</p>	<p>Online comment form</p>
<p>We need to widen Hwy 20/26 (Chinden) west of Eagle Rd. to Ten Mile or further sooner rather than later.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ITD</p>	<p>Not provided</p>	<p>Online comment form</p>
<p>The expansion and realignment of the intersection at State Street and Collister Drive (#13481) is a huge expenditure of local and federal funds, is located on a priority future high capacity corridor identified in Communities in Motion (CIM) 2040 and is at a key site identified as one of only a handful of planned Transit Oriented Development (TOD) sites in the state. The project is currently designed not for high capacity transit or for land use development that will spur investment around transit. Rather, it is designed to eventually support the enlargement of State Street to seven vehicle lanes along with restricted access. To accomplish this, a significant length of the Farmers Union Canal is to be covered over in this project. Hence, the nearly \$10 million total cost. The agency that developed this project has no experience developing high-capacity transit systems. Yet, a high capacity transit system along the State Street corridor is identified as a long-term priority in Communities in Motion 2040. The agency that developed this project has no experience with land use development, let alone transit-oriented</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to ACHD</p>	<p>83712</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
<p>land use development. Yet, this intersection is identified as an important future TOD in the State Street Transit and Traffic Operations Plan and other plans for this area. Idaho does not yet have a high capacity transit corridor. State Street has been identified in CIM 2040 as one of the first – if not the first – that should be built. The geographic constraints imposed by the Boise River to the south and the foothills to the north make it a necessity. It is also the site of an earlier private transit system – the Boise Interurban Rail system. It will be several years before the planning and funding for a high capacity system is determined. In the meantime, it is incumbent upon local public agencies not to add to the cost or the complexity of the future high capacity system or a TOD at this site by building infrastructure that severely limits opportunity for development or that will have to be redesigned, removed or abandoned. Because this is a federal aid project, those redesign or removal costs will not be eligible for federal aid. A review of high capacity transit systems and TOD’s across the country shows that they come in many forms and configurations. No two are alike. This makes sense because to be successful they must take advantage of the unique features of the site where they are located, the densities and planned densities, current and future investment, and proximity to amenities such as libraries, recreational services and many other services. A Bus Rapid Transit (BRT) or light rail system, for example, does not have to be adjacent to an arterial roadway at all points. It should take advantage of unique features and land uses. At the Collister site for example, the most ideal configuration may be to build the system away from the road and into the middle of a future development on the north or south side (or both) to afford maximum economic opportunity for investment, better connectivity to other modes of travel and reduced risk and inconvenience to users and consumers. Hence, the best design for a future Collister TOD may be for the BRT or light rail system NOT to traverse over the Farmers Union Canal. If so, why should the taxpayers pay to cover the canal if there is a possibility that this infrastructure will be dismantled or abandoned? To be consistent with CIM 2040 and accountable to taxpayers today and in the future, local governments in COMPASS should at the very least move the planning and implementation dates of the State Street and Collister Drive Intersection project out for several years until this project can be held adequately accountable to the CIM 2040 goal of the high capacity corridor and the TOD at this site.</p>			

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code / Name / Affiliation</p>	<p align="center">Format</p>
<p>HWY 16 Extension from Chinden to I-84 needs to be a higher priority</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ITD</p>	<p>Not provided</p>	<p>Hard copy comment form</p>
<p>Please consider the Three Cities crossing again. You managed to get Highway 16 over the river, why not Highway 55? Another river crossing would certainly help the traffic situation.</p> <p>Finish Plaza Drive in Eagle – don't make a 4-way stop, as it slows down traffic flow - Plaza and 2nd Street.</p> <p>I see Bogus Basin Road is on the list for work – some of that road is in Boise County. Do they help maintain the road, etc.? How about a toll road to head to Bogus? Those who use it, pay for it.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to ACHD</p> <p><u>Response to question:</u> ACHD maintains Bogus Basin Road through an agreement with Boise County.</p>	<p>83616</p>	<p>Hard copy comment form</p>
<p>Letter – See attached letter from James Farrens</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to Ada County and ITD</p>	<p>James Farrens</p>	<p>Letter</p>
<p>Letter – See attached letter from James Farrens</p> <p><u>Email text:</u> Dry Creek Ranch submitted a TIS to ITD a few days ago. They were kind enough to allow me to review and comment. A pdf copy of my comments are attached for your consideration.</p> <p>If you could submit to the COMPASS board, that would be great.</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee</p> <p>Forwarded to Ada County and ITD</p>	<p>James Farrens</p>	<p>Email with attached letter</p>
<p>Letter – See attached letter from the City of Boise</p>	<p>Provided to COMPASS Board and Regional Transportation Advisory Committee (RTAC)</p> <p>RTAC recommended the COMPASS Board approve the FY2017-2021 TIP with the change requested by the City of Boise to not advance Key Number 19727 as proposed by ITD; see letter. During to the COMPASS Board meeting, the City of Boise withdrew the request, based on additional information. The COMPASS Board approved the FY2017-2021 TIP including advancing of the project, as proposed by ITD.</p>	<p>City of Boise</p>	<p>Letter</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code / Name / Affiliation	Format
Letter – See attached letter from ACHD	Provided to COMPASS Board and Regional Transportation Advisory Committee	ACHD	Letter
Comments on the Air Quality Conformity Demonstration for Northern Ada County			
Air quality is important! Keep up the good work!	Provided to COMPASS Board and Regional Transportation Advisory Committee	83716	Online comment form
Please create penalties/disincentives for driving diesel vehicles. Make them pass emissions tests. They are loud, stink, and create disgusting black clouds of carcinogenic particulate matter. Create incentives for people to drive Teslas or other zero emission vehicles, motorcycles, or bicycles. Also please create additional disincentives for cigarette smoking. Enforce littering laws when smokers toss their butts. There is not enough attention being paid to this currently and they are littering our wonderful city and decreasing air quality for the rest of us. Every whiff of smoke is extremely irritating.	Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to DEQ	83702	Online comment form
Comments on the FY2017 federal Program of Projects proposed for funding by Valley Regional Transit			
Add a bus and stops for SW Boise and Kuna.	Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to Valley Regional Transit	83709	Online comment form
I think there should be more consideration for more rural communities in both Canyon and Ada County for projects as they have limited funds.	Provided to COMPASS Board and Regional Transportation Advisory Committee Forwarded to Valley Regional Transit	83634	Online comment form

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August 26, 2016

COMMUNITIES IN MOTION 2040

Comments submitted by James D Farrens, PE-retired

EXECUTIVE SUMMARY

Ada County is in the process of authorizing approximately 14,000 new houses in unincorporated Ada County along SH-55 from State Street to Avimor by 2035. This will necessitate upgrading SH-55 into an expressway by 2025, costing ITD and ACHD over \$50 million. It is apparent that no funding for right of way, environmental clearances, design or construction is contemplated at present. If Ada County proceeds without taking this required upgrading of SH-55 into consideration, the result will be chaos on the roadway systems in north Ada County.

INTRODUCTION

I am a retired professional civil engineer. Among other positions held in my 28 years as a professional engineer, I worked for ITD for 13 years, including one year as District Three Traffic Engineer. I also worked as the Ada County Engineer for six years. At present, I represent Dry Creek Rural Neighborhood Association (DCRNA). This organization consists of over 85 citizens who are concerned with how our neighborhood is developed.

SH-55 CORRIDOR STUDY

ITD is preparing a corridor study for SH-55. Due to anticipated development, including approximately 14,000 new houses, this study calls for upgrading the roadway from four lanes to six lanes from State Street to Beacon Light Road, From Beacon Light Road to Avimor, the study calls for upgrading the roadway from two lanes to four lanes. Additionally, grade separated interchanges are called for at Brookside Lane, South Avimor and North Avimor. Additionally, an overpass is called for at Hill Road.

DEVELOPER TRAFFIC IMPACT STUDY

Before the economic collapse of the last decade, the developers planning to build the approximately 14,000 new homes in the vicinity of SH-55 were required to do a traffic impact study, showing how the development would impact SH-55, SH-16, State Street, Eagle Road and other arterial streets in north Ada County. The study showed that SH-55 will carry interstate levels of traffic. With interstate levels of traffic, it will be necessary to acquire full access control and either purchase existing properties or construct access roads to provide controlled access to SH-55 for remaining existing properties.

Additionally, the study showed that without construction of the Three Rivers Crossing from SH-44 to Chinden Boulevard, the road system in north Ada County would be overwhelmed. This project was canceled during the economic collapse and is not presently anticipated to be funded.

The next phase of the developer's traffic impact study was to determine costs associated with upgrading various streets and highways. Apparently, after the economic collapse, this next phase was never initiated.

ANALYSIS

With improved economic conditions, many of the developers wishing to develop north Ada County have returned with plans to build thousands of new homes. It is apparent, from ITD's SH-55 corridor study, that the agency is aware that this development will require upgrading SH-55. What is lacking at the present time is an awareness on the part of ITD of the costs associated with anticipated development and lack of time to acquire right of way, perform environmental clearances, as well as design and construction.

The Ada County Board of County Commissioners is apparently either unaware of these issues or has not chosen to not address them in a forthright manner. Either way, if the county continues to allow development of subdivisions along SH-55, without working in a cooperative manner with ITD/ACHD/COMPASS and other involved agencies, SH-55 and other roadways in north Ada County will completely overwhelmed with traffic and traffic injuries and fatalities will become completely unacceptable, resulting in an emergency funding situation.

CONCLUSIONS

As a professional engineer, my highest concern was always human health and safety. It remains my highest concern in retirement. I see the anticipated development along SH-55 as a huge health and safety concern. I request that Ada County, ITD, ACHD, COMPASS and other involved agencies address the concerns listed above with the seriousness it deserves.

I also request that Ada County institute a moratorium on authorizing new development until traffic issues associated with this development are properly understood, as well as funded by involved agencies.

Respectfully submitted,

James D Farrens, PE-retired

September 8, 2016

Comments on Kittleson Traffic Impact Study for Dry Creek Ranch

Prepared by James D Farrens

I worked for 13 years at ITD, including one year as the District Three traffic engineer. Additionally, I served six years as the Ada County engineer. I offer my thoughts on the traffic study based on these experiences.

In the executive summary, the report states that the proposed Dry Creek Ranch can be constructed while maintaining acceptable traffic operations and safety at the study intersections, assuming the recommended mitigation measures are in place. I disagree with this statement for a variety of reasons, which I will discuss.

Most importantly, the traffic impact study assumes a 2% annual growth in traffic on this stretch of SH-55. I believe this growth rate assumption is totally unrealistic. COMPASS is projecting a growth rate of 8%. I live off this section of SH-55 and, as a former District Three traffic engineer, have observed increases in traffic for the past 26 years. I believe the growth rate has been higher than 2% over this span of time. Additionally, Dry Creek Ranch is not the only large rural subdivision anticipated by Ada County. In addition to Dry Creek Ranch, Avimor has been approved and is currently building homes. There are over 200 existing homes, with many more being built at present. M3, Connelly and perhaps other developments are proposed along this section of SH-55.

The original traffic impact study, conducted over ten years ago, acknowledged the joint impact of these large subdivisions. Accordingly, work was undertaken on a joint traffic impact study. The economic collapse of 2008 terminated work on this joint study, as some of the developers went out of business. With current economic conditions, development activity has reawakened. The need for a joint traffic impact study remains and needs to be undertaken to accurately assess traffic impacts, determination of associated costs and who will bear the costs of these required improvements.

The current traffic impact study calls for new traffic signals or roundabouts and widening of SH-55 to four lanes from Beacon Light Road to approximately 1500 feet north of Brookside Road. This will not only be expensive, but time is needed to conduct environmental permitting, acquisition of right of way, conduct public hearings and to design these projects. It appears that the developer is planning to build houses at a rate which will result in unacceptable traffic conditions before the projects may be built. This needs to be considered by ITD and Ada County.

The traffic impact study calls for 5% of traffic generated by Dry Creek Ranch to utilize Cartwright Road. I question this assumption. I live off the affected section of SH-55 and when I need to travel to downtown Boise or points east of Boise, I routinely use Dry Creek and Cartwright Road. Two of my neighbors live near the intersection of Dry Creek and Seaman Gulch Roads. They work in Boise and Cartwright Road is there

primary commute road. As traffic conditions deteriorate on SH-55, more and more people will prefer to use Seaman Gulch and Cartwright. Roads. This needs to be accounted for in the traffic impact study.

Before the economic collapse of 2008, a project known as Three Rivers Crossing was envisioned. This expressway would start at the intersection of SH-44 and SH-55 and cross the Boise River, connecting with Chinden Boulevard. This project is no longer anticipated by ITD. However, the developers traffic engineer told me that without this project, traffic generated by the proposed subdivisions could not be handled in a manner which maintained acceptable traffic operations. This concern needs to be addressed at this time.

The traffic impact study calls for a future multilane roundabout at Dry Creek Road and Seaman Gulch Road and is listed as ACHD's CIP project #444. I have talked to property owners associated with this project and have been told that ACHD has not contacted them about this project. I am certain that right of way acquisition will be required for this project and I am just as certain that at least two of the property owners will resist this acquisition and that eminent domain issues will need to be resolved. The developers plans will exceed both ITD's and ACHD's ability to build this needed roundabout, resulting in unacceptable traffic operations.

The traffic impact study states that with new traffic signals or multilane roundabouts on SH-55, this highway will function as an urban street facility, and no longer as a two-lane highway. I question whether this is acceptable to ITD. A SH-55 corridor study is being prepared by ITD and it calls for six lanes from the intersection of SH-44 to Beacon Light Road and four lanes to Avimor. In addition, grade separated intersections and overpasses are called for at several locations. Obviously, with anticipated levels of traffic, it will become impossible to allow unrestricted access to this section of SH-55 and existing properties will either need to be provided with access roads or be acquired by ITD. Again, the developers plans to build houses will far exceed the ability to do environmental clearances, acquire right of way, hold required community involvement meetings, do design and build these projects. Equally obvious is there is absolutely no funding plan for these required projects. The result will be unacceptable traffic operations on SH-55.

The traffic impact study states that improvements at the intersection of SH-55 and SH-44 are far enough from the proposed Dry Creek Ranch development that these improvements should not be conditioned with the proposed development. I disagree with this statement. If the proposed developments along SH-55 are approved and built out, they alone will generate interstate levels of traffic. This must be addressed before development. Not after.

The traffic impact study calls for the developer to widen SH-55 from two to four lanes between Beacon Light Road to 1500 feet north of Brookside Lane, as well as traffic signals or four lane roundabouts at Brookside and Dry Creek Road. I cannot envision

four lane roundabouts or traffic signals, given projected traffic levels caused by multiple rural subdivisions being built along this corridor

To conclude, I find the traffic impact study to be unacceptable. It does not properly address actual annual traffic growth and does not anticipate impacts to traffic operations caused by the joint development of several other large suburban subdivisions. If these issues are not properly addressed and if Ada County approves the anticipated developments, the results to traffic operations along SH-55 and other impacted roadways will be catastrophic and human safety and life will be imperiled.

Thank you very much for affording me this opportunity to comment on this traffic impact study. If you have questions or wish to talk, I am free to do so at any time.

July 26, 2016

Jerry Whitehead, Board Chairman
Idaho Transportation Department
P.O. Box 7129
Boise, Idaho 83707

**RE: Draft Idaho Transportation Investment Program
Key No. 19727: US 20, Front, Myrtle & Broadway: Pavement Restoration**

Dear Jerry:

I recently met with Brian Ness, Jim Carpenter, and Vince Trimboli to discuss some opportunities on Front and Myrtle in downtown Boise, which was followed by a meeting at District 3 with Amy Revis' team and our Planning and Development team. One outcome of these meetings is the issuance of an RFP to explore a wide range of options for calming the Front/Myrtle Corridor, reducing or mitigating barriers to crossing the corridor, and enhancing the economic viability of properties fronting and adjoining the corridor. The goal is to better integrate the corridor into the downtown context.

Also discussed at the meeting with District 3 was the proposal to advance the pavement maintenance on Front and Myrtle from 2019 to 2017, using HB 312 funds. We request keeping the pavement maintenance project in 2019 for two reasons. Repaving a street is an opportune time to implement changes in striping and occurs infrequently, approximately once every 6-7 years. With the results of the RFP expected in 6 months, we would like to preserve the opportunity to combine outcomes from the RFP with the mill and overlay.

Secondly, a micro seal was applied to the corridor in 2013 with the next cycle of treatment planned 6 years later in 2019. Moving the resurfacing up to 2017 appears to be sooner than needed and that the funds could better be spent on a higher need.

Thank you for your considering our request.

Respectfully,



David H. Bieter
Mayor



Elaine Clegg
Council President

cc: Karen Gallagher, Planning and Development Services
Amy Revis, District 3 Engineer
Roger Edwards, District 3 Design, ITD
Adam Rush, ITD



Kent Goldthorpe, President
Paul Woods, Vice President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

August 10, 2016

Matt Stoll
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the DRAFT FY2017-2021 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. In turn, ACHD also supports ITD's efforts on the transportation network, through road construction, road maintenance and safety projects. ACHD is encouraged that ITD has programmed a capacity improvement project, and advanced pavement preservation/restoration projects, on heavily traveled US 20/26 (Chinden). ACHD remains concerned that additional capacity projects are not being programmed on the remainder of US 20/26 in the FY2017 -FY2021 TIP. In regards to the draft TIP, ACHD offers the following comments:

Projects added to draft FY2017-2021 TIP

- Capacity improvements on US 20/26 from Locust Grove to SH-55 (ORN19790), and the replacement of the US 20/26 bridge over the Phyllis Canal (ORN20035), both programmed in FY2021, are significant positive steps. These improvements will support continued growth in north Meridian, and share the traffic load otherwise overburdening parallel ACHD roadways.
- ACHD fully supports the addition of federally funded ACHD Capital Maintenance projects for FY2019 through FY2023 (ORN20234, ORN20225, ORN20228, ORN20230, ORN20232 and ORN20235). ACHD also appreciates the addition of locally (ACHD) funded capital maintenance projects for FY2019 through FY2023 (ORN20226, ORN20229, ORN20231, ORN20233 and ORN20236). Maintenance projects are an efficient use of valuable federal and local funds, and they support ACHD's efforts to sustain its infrastructure in a "very good" condition for motorists, cyclists and pedestrians.
- ACHD is pleased to see the Local Highway Safety Improvement Program (LHSIP) project for State Street Lighting (between 16th and 23rd) was added to FY2019. ACHD has had great success in implementing safety projects and looks forward to constructing these improvements. In addition, ACHD strongly supports the addition of two rail crossing safety projects to the TIP (ORN20184 and ORN20183), and for the two signalization projects on SH-69 at Hubbard and Lake Hazel (ORN19790).
- Commuteride Replacement Vans (ORN20223, ORN20224 and ORN20227) funding and new alternative transportation funding for replacement and expansion vans (ORN20266, ORN20261

and ORN20265), FY2017 through FY2021, are key to sustaining ACHD's Commuteride fleet in good condition for all users. The continued support of the Rideshare program (ORN20175, ORN20176) both in FY2021 and in future (PD) is important to ACHD and Ada County customers.

- ACHD appreciates the addition to the TIP of two locally funded Ten Mile Road Complete Street projects. The projects' extents are Ten Mile Road, from McMillian Road to US 20/26 (RD202-31) and from Ustick Road to McMillian Road (RD202-32). Moving these projects onto the TIP supports ACHD's efforts to meet growth demand in the City of Meridian.

Projects advanced in draft FY2017-2021 TIP

- ACHD is pleased with the advancement of FY2020 Capital Maintenance from Project Development (PD) to FY2020 and for the advancement of the FY2021 Rideshare (KN15914) program out of PD.
- ACHD supports the advancement of the two US 20/26 pavement rehabilitation projects (KN19412 and KN19727). Accelerating maintenance is beneficial to asset management. Additional capacity on the state system is beneficial to the public in our growing communities.
- ACHD appreciates the advancement of the following locally funded, regionally significant, projects: Cole Road from I-84 to Franklin Road (RD207-16) from PD to FY2019, Linder Road, from Franklin Road to Pine Avenue (RD213-16) from PD to FY2019, and Ustick Road, Linder Road to Meridian Road from FY2018 to FY2017.

ACHD fully supports the federal funds programmed in the TIP, which enhance the District's asset management and safety efforts. The pace of growth in the region continues to pick up, and ACHD has planned efforts to add critical capacity in growth areas across the county. ACHD sees a significant need for similar capacity growth on the state highway system. ACHD supports efforts that will increase capacity on US 20/26 and SH-44, and ACHD encourages ITD to begin the design of the remainder of the US 20/26 corridor, and the segment of SH-44 from Linder Road to SH-16.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,



Kent Goldthorpe
ACHD Commission President

Cc: Compass Executive Committee

Public Comments
FY2016-2020 and FY2017-2021
Regional Transportation Improvement Program (TIP)
December 2016 Amendments
 Number of comments received: 1

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Some quick comments on the TIP ... I am encouraged by the 11/15/16 amendment that listed the widening of SH 44 from Linder to SH16. IMHO we need to focus limited funds on improving state highways to carry the brunt of area traffic and design roads to accommodate speeds of 50-60mph (no center turn lanes!!). My suggestion is to put the Collister/State St intersection project on the back burner. That frees up \$7M dollars. Exactly what you need to fund the SH44 widening project! I would also ask you to reconsider the timeframe for the widening projects on 20/26 west of Eagle Road. Focus needs to be on expanding state highways BEFORE money is used to widen local roads. You just might find changing traffic patterns that eliminate the need to widen local roads. So much money can be saved! SH20/26 resurface should not be done from SH16 to Locust Grove. Plan on widening that section in the next 2-3 years. With that, and SH44 widened from Linder to SH16, there will be greater east-west mobility with multiple north/south access points. Then focus on SH16 to I84 and 3 cities river crossing.</p> <p>As far as this funding, "ITD received additional funding at the end of fiscal year (FY) 2016. The Idaho Transportation Board directed staff to use the funds to improve documented safety issues across the state, both on state and local facilities."</p> <p>Can you please look at safety improvements on Old Horseshoe Bend Road for school kids at Rolling Hills Public Charter School. The principal there has pleaded (to no avail) with Eagle, Boise and ACHD trying to get someone to recognize the safety hazard for students who walk. There is no slow zone or sidewalks on parts of the road. ACHD gave some lame excuse that when the school opened <u>10 years ago</u> the school's traffic report said all kids would arrive by car. Things have changed. This is a Title I school with several students walking and riding their bikes. More probably would if something was done to make pedestrian travel safer for these kids! Please contact the administrator, Mr Shane Pratt at [REDACTED] for more information.</p>	<p>Comment provided to the COMPASS Board of Directors</p>	<p>Kathy Pennisi</p>	<p>Email</p>

Public Comments
FY2017-2021 Regional Transportation Improvement Program (TIP)
April 2017 Amendment

Number of comments received: 2

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)	Format
We do need to protect the new Broadway Bridge. I certainly hope that the changes to projects isn't significant.	Thanks for your comment. The cost to add the epoxy seal is about \$200,000. Funds will come from two other projects that have available funds based on cost savings.	83702 Susan Bradley Idaho Commission on Aging	Email
I hope, at some point, you will consider light rail transportation between Nampa and Boise utilizing the UP tracks. From the Boise Depot, buses or bikes could transport people to their workplaces. This would improve the quality of life for commuters and reduce freeway traffic and emissions. Thank you.	Comment provided to the COMPASS Board of Directors	Mary Sommer Leidos Contractor, Office of Wildland Fire	Email
I read the amendment #3 bulletin posted on the COMPASS website about placing the preservative epoxy overlay on the Broadway Bridge sooner than expected. Personally, I have no qualms as it makes sense to finish the job started last year, and have that bridge at 100% and as new as possible for as long as we possibly can. That said, I noticed that the second project affected by this change is other bridge repairs - doing the exact same thing on those bridges as is planned to do on the Broadway Bridge. This may be a silly question, but how long has it been since that last preservation seal was laid on those bridges? Or did I understand the red lettering incorrectly and the Broadway Bridge is being added to that category; not replacing it? Also, how much does this change (which likely has been planned for - though in about three years) set back the long term plan for the valley, Communities in Motion 2040?	Thank you for your comments. In response to your question, the Broadway Bridge segment is being <i>added</i> to the routine bridge maintenance project, not replacing a segment that was already there. The long term plan in <i>Communities in Motion 2040</i> is to focus on maintenance, which is the intent of this project.	Brianna Paddon	Email

Robert L. Henry
Mayor



City of Nampa
411 3rd Street South
Nampa, ID 83651
208-468-5401

Office of the Mayor


May 9, 2017

COMPASS Board of Directors:

I support amending Communities in Motion 2040 and the FY2017-2021 Regional Transportation Improvement Program to add a \$150 million project to widen Interstate 84 in Nampa between the Karcher interchange and the Franklin Boulevard interchange.

This project has been No. 1 in the region's unfunded priorities for several years. Now that funds are available, all necessary implementation steps should be taken as quickly as possible. Amending both these documents is a critical first step and I encourage prompt acceptance.

Sincerely,


Robert L. Henry
Mayor, City of Nampa

Public Comments Received

Should *Communities in Motion 2040* and the FY2017-2021 Regional Transportation Improvement Program be amended to add a \$150 million project to widen Interstate 84 in Nampa between the Karcher Road (Midland Boulevard) interchange and the Franklin Boulevard interchange?

Public Comment Period: April 28 - May 14, 2017

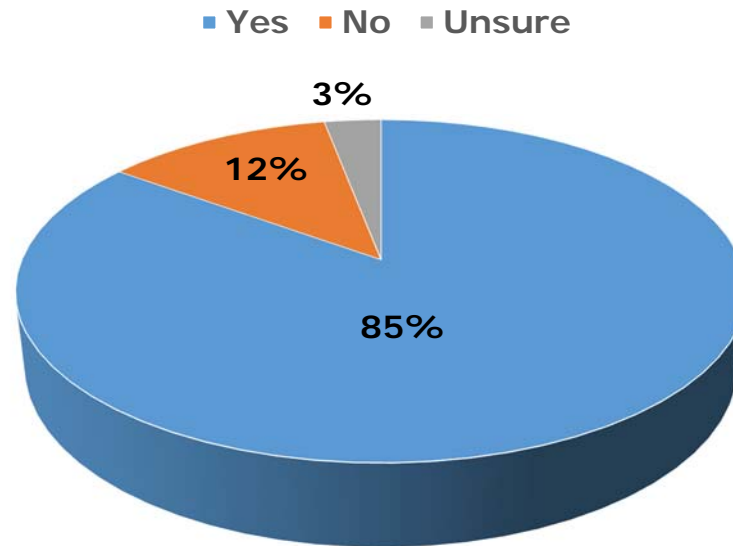
Total number of comments received: 801

Comment Form: 758

Email: 42

Letter: 1

Should *Communities in Motion 2040* and the FY2017-2021 Regional Transportation Improvement Program be amended to add a \$150 million project to widen Interstate 84 in Nampa between the Karcher Road (Midland Boulevard) interchange and the Franklin Boulevard interchange?



Verbatim Comments

Notes:

- Table includes all comments submitted via email and open ended comments provided via a comment form.
- Table includes names of commenters are included when included with email comments or commenter indicated they wanted their name associated with their comments on the comment form. All other comments are anonymous.
- Table does not include responses from individuals who did not include open ended comments (that is, replied to the "yes/no" question, but did not elaborate), except when those commenters indicated they wanted their names associated with their comments.
- Yes/No/Unsure responses are only included for respondents who answered this direct question via comment form.

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Online Comment Form			
No	There is a major priority in front of this project. Widen Chinden, Locust Grove to Linder or Ten Mile.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	This section of I-84 is extremely dangerous/deadly. Since this is not going to be started until 2018 and not finished until 2022 I think you should re-examine the traffic models for 2022. Since the treasure valley is one of the fastest growing areas in the country you need to evaluate when exactly this section will need to be four lanes each direction to carry the load and it would become much safer to match up exactly with the existing flow lanes at Garity Boulevard. The cost savings of creating for lanes each direction needs to be desperately evaluated so we do not waste the little funding we have ripping up this area twice as compared to doing it all at once. This especially pertains to the structures that must coexist with I-84 so I-84 flows properly. Within this I mean things like ramps, overpasses, & bridges. I think if you explained this savings thoroughly to the public, the public in ADA and Canyon county would be likely to be on board with a short term tax with a set expiration date in place so everyone knows this tax has a limited lifespan. While re-evaluating the growth/traffic models you also need to look west of this section of I-84 and determine its needs since this section is also at a critical level now and will only get much worse. We need to look ahead with the massive growth this area is getting since we have only one interstate to carry the load. Idaho seems to design for the current need even though the projects will not be completed for a few years. This process needs to be re-evaluated and designs should be implemented to handle growth 10 years after the estimated completion of the project not the beginning of the project.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	Absolutely not. Widening highways encourages ever expanding, car centered sprawling development - the exact cause of the current traffic congestion. I can not support continuation of the problem. COMPASS should instead support policies that encourage smart re-development within existing urban boundaries.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	The longer we wait the more it will cost, and it is already unsafe with the amount of traffic it see. It needs repaved now as well. More traffic on a small road means less time between repairs.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This has been needed since the freeway was widened between Broadway and Garrity. You have a huge bottleneck westbound at Franklin in Nampa that backs traffic up to Garrity and beyond at times. This valley is extremely overpopulated and it's only going to get worse. Our infrastructure is out-dated and if it is not maintained or expanded the valley is going to suffer. I-84 is our only east-west option as Hwy 20/26 and Hwy 44 are not able to handle the capacity that currently exists. As long as we continue to encourage people to move to southern Idaho, we need to keep pace with the infrastructure, not just homes and businesses. Idaho needs to be more aggressive with the gas tax, we have been pussyfooting around for too long. It's time to make us citizens contribute, otherwise our roads and bridges will continue to crumble around us. As a civil engineer, I work with organizations like ITD, LHTAC, ACHD, and others on a daily basis. The lack of funding and the wasteful spending needs to change.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Yes	I think that I84 should be widened to three or possibly four lanes all the way through Caldwell. If the widening is going to happen why wait? Just do it all at once instead of part here and part there. I know money is hard to come by for these projects but I have lived in Idaho all my life and it seems that when a project is finished it is torn up a couple of years later to be widened or repaired again.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kelly McDaid, CWI 83704
Yes	The Treasure Valley will continue to grow. This amendment will help support the growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
No	It doesn't matter how many lanes are added we will always be dealing with traffic congestion. Vehicles are always trying to second guess "perceived" slower traffic or merging traffic. We need to identify and address human driving behaviors not just widen the road. Is it really cheaper to use more real estate than to recondition people's mentality in traffic? I drove in Germany for almost 4 years as a civilian and a soldier. The autobahn experience was interesting, not because of the speed, but because of how few lanes they could use to move so many people so fast. We probably have more road per capita in this state alone than little old Germany. How do they do it? All these years they've been doing it and doing it well BUT we just continue to add roads that need more maintenance.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mike Harmon 83642
Yes	I believe the freeway should be 6 lane all the way to the Parma exit. This would relieve congestion, accidents, and might help intice more businesses to come into the area having better access.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	My only comment is that three lanes will not be enough---please make it at least 4 lanes each direction.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Unsure	What needs to be done first in my opinion is to widen Chinden to 2 lanes each direction with a turn lane from Eagle Road to I-84 in Caldwell. There are accidents on that road weekly if not daily. Traffic gets backed up significantly in morning and evening commutes. It is a dangerous road to travel a busy times of the day. That road carries a lot of traffic from Canyon county into Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Vern Foster Castlebury West HOA 83616
No	Absolutely not!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Unsure	I check the "unsure" box for one reason. I know that I-84 needs widened. However, as a native Idahoan I also know that ITD has been severely remiss in addressing the needs of State Highway 20 (Chinden) from Eagle Road to Star Road. IT MUST BE WIDENED TO 3 lanes each direction immediately! Thirty years of growth and development cannot be ignored. We are still driving down a two-lane country road that does not begin to meet the needs of the citizens of this State. It is gross negligence on behalf of Idaho Transportation Dept. to blindly ignore the safety of its citizens. Where does our money go if not to create safe corridors for commuters and residents of local areas along the Chinden corridor. Do all of the ITD employees live along the Overland Road corridor? It has been beautifully widened to 5 lanes. Please hold a public meeting with ITD present and ready to be held accountable. Splash it on the evening news and get awareness going for this serious need in our community.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
No	The volume of individual vehicles needs to be reduced in the area before more lanes are built. A solid and reliable mass transit solution needs to be sought before revisiting 1950s approaches to infrastructure projects. Reestablishment of a train line and trolley system linking together the metropolitan area of Boise EAGLE meridian nampa and Caldwell has a tremendous opportunity to improve safety and transportation options. Trains east west along the current railroad spur or in the center of thr freeway median and trolleys north south at each major intersection.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83705
Yes	If not, money and effort should be expended to provide public transportation from the west, (at least Nampa and probably Caldwell) to Micron. A slow railroad train comprising dining cars and lounge cars with 30-60 minute trips each way traveling two or three loops a day would be beneficial and economical.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	This valley is growing, and we can't ignore that. We need to make the necessary improvements to our roads. My daughter attends college at C of I. And I worked in Nampa briefly. It is time for more lanes and maybe even a train between Canyon and Ada counties!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shelly Lenhart 83704
Yes	While this stretch of road needs to be widened, isn't it time for the Treasure Valley to implement a carpool lane option? The third lane could be a carpool lane, moving faster and incentivizing multi-passenger vehicles. Nearly every car at commute time carries only one passenger. Time to change that.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	We got to something the traffic is unreal. The valley is growing and traffic is only going to get more congested ,people don't want to park their car and use alternative ways to travel.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	The focus of expansion NEEDS to be on Chinden from Eagle out to I-84!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Infrastructure is an obvious need. Traffic is getting out of hand and the current system barely supports it already. Build it faster. Also- we need more controlled access roads to certain parts of the valley as it is. The connector is great. Make ten more of those. Seriously--- the streetlights are way too long and it takes 800 years to get anywhere. Too many cars and not enough connectors. Getting hemmed up everywhere.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
No	We have much greater needs for road projects than widening I-84 here. Chinden and Meridian both desperately need widening before this were to take place.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	Widening interstates to handle increasing commuter traffic has been shown, time and again, to be a losing game. It does not solve the problem; at best it provides a short-term sort-of solution. You simply cannot keep ahead of it. This is the widely held expert view, and there is certainly much experience to support it. I encourage you to step up; bite the bullet; buck the long-standing view; build for the future. That future will surely include some sort of mass transit, even in Idaho. If you have enough ROW for more lanes on I-84, then start work on a commuter railroad. In 2022, the same time you dream of finishing the cars-first option, you could actually have a working transit system that 1.) cost less, all costs counted; 2) burns less fuel by a long shot, with commensurate reduction in emissions; 3) reduces commuter stress; 4) avoids the need to add more lanes in 2024; 5) pushes long-distance freight off the highway and back onto the railroads where it belongs.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Steve Rinehart 83702
Yes	It's obvious that the section of I-84 referenced in you question is deteriorating rapidly and also experiencing issues with excess traffic during certain period of the day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
No	The sooner we get a high-speed metro in place to transport individuals between Nampa, Meridian, and Boise the better off our region will be. Overall, less money and time would be spent on transit and individuals could partake of the benefits of being able to be productive or relax while commuting. Having single individuals drive themselves to the same locations daily is a sign of a society that is not being responsible for the impacts of its actions. Boise is adding a downtown circular that would support anyone needing to get around downtown once in the area and Boise Green Bikes is also a viable possibility. Further, more and more employers are offering on-site cars or electric vehicles for use by employees that take advantage of car-pooling or bike commuting. The \$150 million should be put toward a metro and not further widening of a broken system - one that will just add to air pollution, increased overall expense to the citizens (in that driving in and of itself is very expensive), stress and frustration.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	Canyon County is growing leaps and bounds and the Interstate needs to try to catch up or try to keep up. Widening Interstate 84 is a step in the right direction.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Connie Tilley 83634
Yes	I can't believe the hold up when going from 5 lanes down to 2 on my way to Nampa and Caldwell. And those potholes this winter were unexcuseable. You really need to go farther, all the way to Caldwell. I live in Meridian, the center of Treasure Valley but half way between the 2 Costco stores. I often go to Nampa Costco and all the 4 thrift shops on the strip on the Blvd. I am an equal opportunity shopper. Please quickly fund both of these important roadway fixes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	It's horrible. Just awful and desperately needs repairs!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Sooner the better	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83713
Unsure	I would much prefer that the transportation problems be solved by putting in either a light rail or a decent bus system between Nampa, Caldwell, Boise, Meridian, etc. AND promote it more than they do ValleyRide, so that people will actually know about it. This would reduce traffic, pollution, dependency on oil, etc. But most importantly, it would enable people without reliable cars to keep a job that's outside their community. This would lower serial unemployment, reduce poverty, save on social services and increase public morale tremendously. Barring that, yes, the road needs to be widened (sigh).	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Morgaine 83713

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	ITD is twenty years behind the times. In addition to your present concern, highway 20-26 should have been made into a freeway by now to relieve some pressure off highway 44 and I-84. ITD has only a rear view mirror in their vehicle.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
No	We should be spending money for light rail and/or other public transit between Caldwell and Boise, and around the different municipalities rather than pretending that adding more vehicle lanes to I-84 will relieve congestion in any way. Idaho needs to look at California, Salt Lake City, Phoenix, and many other places to figure out that designing regional public transit is the only solution that can work for congested roads.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	The program was flawed from the outset, but change should come in the form of unceasing the number of lanes. Interchange work should be more of a highway district financial responsibility.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Take care of the local commuters and eliminate the congestion and accidents that happen because the road cannot take care of the traffic	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	93646
Yes	There is a great need for this to be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Unsure	I believe it needs to be widened all the way to Caldwell. While I don't travel that road daily, it appears that the Treasure Valley as a whole is extremely behind in managing the transportation crisis, yet the cities, counties and other government agencies continue to approve developments which are clogging the roads. I'm a firm believer that this could be alleviated by having the developer pay for the widening of roads from certain points. For example, let's use Chinden as an example: We continue to allow housing developments and commercial along the route up to the Highway 16 interchange, but not one portion of it has been widened to sufficiently handle the daily commute. Shame on ITD/ Meridian City/ACHD for allowing this to continue. Growth is good, however, the people in charge need to make it "SMART" growth or we'll all be losers in the end. I think I've made my point here in the fact that taxpayers shouldn't be the only ones to pay for the traffic issues. Plan ahead and hold the developers accountable as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Traffic has been intense in that stretch of interstate. This has been compounded by the road surface condition, the Boise>Nama expansion, and future growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	You all are missing what needs to be done. Instead of patching, re-patching and widening the freeway. You need to put your money into expanding rail travel between the cities. The rails already exist. Treasure Valley needs to realize we no longer are agriculture based and start thinking and planning now for future growth of light rail type transportation, not just freeway transportation. A very concerned Ada County resident.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	Yes yes yes	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	HIS ROAD PROJECT SHOULD RUN ALL THE WAY TO CALDWELL, THE ROAD CONDITION IS DANGEROUS TO ALL WHO TRAVEL IT!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646-5715
No	Widening projects need to be completed on surface streets, Chinden and 44 before I 84	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	ACHD needs to start the planning all over. In five years we will become another Ca. Our quality of life will be destroyed. The City of Trees will become cars backed up. Pollution from the exhausts will cause smog along with in the inversion layer. All the ranches and farms will be gone. Cement all over the place and this takes place in five years.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Trying to get through Nampa during rush hour is a joke. I work in Boise and drive back to Nampa everyday! If I lived in Boise and wanted to move to Nampa I WOULDN'T DO IT. I'm not sure why it hasn't been done already.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	I have lived in the Treasure Valley since the early 80's and have seen the amazing growth this valley has experienced in that length of time. Currently I travel the freeway from Meridian to Caldwell every day for work. Although I travel west in the morning and east in the evening I can see that even the traffic I travel in going towards Nampa and Caldwell in the mornings and back towards Meridian and Boise in the evening getting heavier and heavier, not to mention the challenges the other side of the freeway has with its congestions. I strongly support the widening of I-84 (hopefully 4 lanes per side) from Franklin to exit 29 and then maybe 3 lanes to exit 25 before going down to 2 lanes again. The valley is going to continue to grow and the infrastructure needs to met the transportation needs now as well into the future. I understand that funding is the issue, but I support the move forward as the funding is available.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	ABSOLUTELY!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	James Mackie 83646
Yes	This should of been done a long time ago, to already prepare for future growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	While we are not a frequent user of this stretch, we do find that the times we use it that something needs to be done to improve both traffic flow and safety. We have had two relatively close calls at the Northside onramp, both getting onto the freeway from that location and traveling on the freeway towards Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	the western end of the treasure valley isn't going to stop growing. We are already behind in addressing the needs of Nzmpa and Caldwell traffic flow, let alone commercial and interstate passage through Canyon county. The time is now!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	I think you should do it right like the do in Utah and AZ and add the HOV lanes now too.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	This is a long over due widening project from Karcher Rd to Franklin Blvd in Caldwell. Caldwell and Nampa continue to grow and many residents commute to Meridan or Boise for work. We are 20 years behind in updating & widening our interstate system. Please vote to add funds to widen I-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	I almost never travel this section of I84 but there is nothing worse than being stuck in gridlocked traffic day after day if you do travel it. Also it's crumbling and becoming a safety issue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	Too much traffic going through that area, more lanes are needed to help alleviate some of the frustration drivibg in rush hour.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Total bottleneck there, and tough for people coming in to Boise and or going to Ontario. Merging traffic and congestion make it unsafe.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	That part of the interstate 84 is a mess and need help so widen at the same time.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Certainly should have been funded and done long before when the Boise Meridian section was done!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Garry Tanner 83702

Yes/No/ Unsure (Comment form only)	<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code and Name/affiliation (if included)</p>
No	<p>First - Idaho has gotten extremely lazy about setting appropriate deadlines and fining companies who fail to meet hard deadlines. Second - Idaho has accepted excessive costs to complete a 4 mile stretch of road in pressing for this bond. This is going to hit tax payers in the wallet twice - once when the taxes pay for this project, and the second time when they are idling their tanks away for 4 years to see one whole lane of road added to the existing 2 lanes, where if anyone had any sense at all, there would already be 4 lanes. Third - ACHD is not actually shopping or researching fair market values on these road projects. 75% of Boise residents will NEVER see the benefit of this road despite being where the bulk of the tax funds are coming from because Nampa and Caldwell don't pay their share in items such as this. Here's my counter proposal and how to resolve some of these issues: The entire proposal needs to be re-written to include the following: Part 1: From the Franklin Road overpass in Caldwell, to the Midland BLVD overpass in Nampa by 1 lane - this gives 3 lanes connecting Caldwell to Nampa. Part 2: From Midland BLVD to Franklin BLVD in Nampa by 2 additional lanes providing 4 total lanes of travel. Part 3: Add on/off ramp at Cloverdale Road in Boise. Part 4: Add on/off ramp at 5 Mile Road in Boise. This proposal would address the lack of interstate accessibility in the West Boise corridor, and traffic throughput for EXISTING traffic levels in Nampa and Caldwell. Failure to complete all of these is a lack of accountability to the people in accommodating existing populations and obvious growth that exists in the Treasure Valley. By the time you complete the project in the existing proposal, you would just be going back to do this anyway, so this should just be common sense. First issue Solution - The contractor awarded this bid will need to accept the following conditions: 1a: Have 100% of the work, cleanup and landscaping done by end of Idaho's fiscal year 2019. 1b: If conditions are workable, a crew will be onsite working, 24 hours each day until the project is completed. For an example, please review the state of Colorado - their main arteries and highway projects have extended to 20 miles with 2 lanes of concrete in less than 2 years start to finish. Many times less than 18 months, and they don't have noise and concrete problems like I84 Garrity to Franklin BLVD - unacceptable. 1c: For each "Part" contracted, there will be a 10 million dollar bonus for 100% early completion. A 5 million dollar bonus for on time completion. A 5 million dollar penalty for the first 6 months the deadline is missed, and 20 million dollar penalty for every year the bid part of the project is overdue. - This creates ACCOUNTABILITY - This creates BONUSES and INCENTIVES - This gets the job done in a reasonable and acceptable period of time. Many other states use this process, and it's high time Idaho got on the same page. Second issue Solution - 2a: Idaho must ask neighboring state contractors to compete, and do a professional job of advertising all of these projects. You know what your budget is, 300 million, I don't care how much a company wants to bid, you are setting the price and bonuses that are within your budget. If they fail to complete, the penalty funds should be put into road maintenance accounts for other projects that need to be completed. Third issue Solution- 3a: Idaho must seek counsel from all neighboring states to find out how they bid their contracts, how they award and penalize for early, on-time and late completions, and how they set deadlines. 3b: ACHD or ITD, will report all contracts to the public openly, disclose funding amounts, and will provide online reporting with weekly updates to be provided by all contractors accepting a bid. This site will show Idahoans progress, timelines, and consistently prove that their money is doing what it is supposed to do. It holds ACHD/ITD and the contractors accountable to the tax payers and residents inconvenienced by the on-goings of these projects. IF ACHD/ITD finds this unreasonable, then I would suggest civilian oversight committees be formed to investigate, find and hold accountable these state funded agencies. This solves the issue that Idaho's road and highway funds have little to no representation or accountability to the public they are here to serve.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	<p>Nate Hladky 83709</p>

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	I think it is more important to fix the road between Nampa and Caldwell is much more important than widening the road between Karcher and Franklin. We can not continue to drive on a road filled with patches from pot holes risking damage to not just cars but the passengers in those vehicles. Widening is nice but it isn't as necessary as repairing/replacing the road between Nampa and Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	Yes, Yes, Yes !!! Absolutely YES!!! Please plan ahead and do the following (ASAP): Please widen the I-84 Interstate road from Karcher Road through Caldwell. Widen Chinden from Eagle to Black Cat. Widen Ustick from Linder to Black Cat. Widen McMillan from Eagle to Black Cat. Widen Ten Mile from Cherry Lane to Chinden. Also need to widen Meridian from Cherry Lane to Chinden. Please be pro-active. Don't be like Colorado Springs is - going to find an East - West highway for over 40 years and still hasn't done it. Very poor planning.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I moved from Boise to Nampa a little over a year ago. When I lived in Boise I never wanted to go to Nampa/Caldwell because it took so long, especially in rush hour where it goes down to two lanes. Now that I live in Nampa, I don't want to go to Boise for that same reason. I think widening the roads would make people want to come out to the Nampa Caldwell area more and help our community.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Yes, the Nampa section should be widened, but hope adequate study is being done to determine if three lanes are sufficient to meet future needs. As long as the work is being done, should there be four lanes each way rather than three? But the Caldwell to Nampa section also needs to be given much higher priority than merely an identified but unfunded future need. Three lanes is likely sufficient, but the need is urgent and growing.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83707
Yes	Please, please! Put more funding into LONG term projects that will take Idaho into the future and move us ahead of the curve, instead of Playing catch-up. The people of All communities of Idaho need concrete, pun intended, forward-moving transportation corridors that support our commitment to trade across America, and internally within our own Great State of Idaho. Keep Idaho Clean, Safe and Looking Forward.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Susan Hawke 83709
Yes	Yes, I live in Boise and work in Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Larry C Stevens 83713
No	No, I would not pick that project. Chinden Boulevard west of Eagle Road would be a better choice.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	It is a pain to get through that area. It narrows down and there is a lot of traffic there.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Do it!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I drive that corridor once a week at least. It is very dangerous. YES YES YES	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	Wider and more roads just means more cars. Why can't we have some kind of light rail or regional transit? I-84 is a nightmare from Ontario to Mountain Home.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Absolutely! I drive this during non-rush hour times once a week. It's horrible and very dangerous with all the traffic. I can't imagine driving this every day DURING rush hour. I feel this is a priority. Not just for the commuters to and from Caldwell and Nampa, but for everyone who lives here and has to travel anywhere that passes through this. Please widen this stretch, it will make a huge difference and possibly save lives!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Would like to see the speed limit on I 84 no greater than 70 mph for cars and 60 mph for trucks. Also trucks should be limited to the 2 right lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This would be a great improvement.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	But it needs to go beyond Midland Blvd. to West Caldwell!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	No! Spend the money widening Chinden west of Eagle road!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Would love to see it widened as far as the west end of Caldwell or further. The heaviest Travis ends about there. Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Michael DeGrandpre 83709
Yes	Extending the project to Caldwell should be a high priority. There is a lot of congestion between these interchanges. I have personally spend upwards of 30 minutes to go the 8 miles from Caldwell to Nampa due tot he congestion. Not to mention the poor quality of the highway. As a Caldwell hospital employee I am a little embarrassed when patients make the drive from Boise and Meridian to come to West Valley Medical Center along this stretch of highway. We have a lot to offer outside our small community and this would have a lasting impact on the city of Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shawn Lindsay West Valley Medical Center 83607
Yes	Very necessary with the business expansion at Ten Mile exchange.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	How is this even a question? This should have been done years ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
No	This only increases sprawl and adds to more congestion. We need to look for better ways to move more people than the single occupant car. There's ample studies to prove this.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	With the growing population, it is inevitable and must be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This project should have happened years ago. Please commence ASAP!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	WHAT ABOUT CHINDEN BLVD????????????????? Damn.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Unsure	I feel transportation dollars would be better spent by investing in a mass transit rail. Our region is and been growing for the past 2 decades with no let up in sight. Widening roads will be a continual effort. Build a rail system...they will come.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This widening of I84 in nampa needs to be done, this area continues to grow. And how about finishing the road to Emmett? its weird to have a freeway in the middle of nowhere. if that was completed it would help to take some pressure off eagle road and 84. meaning from 84 finish the freeway to Chinden where the new road currently runs between chinden and state st. I also think a light rail system should be considered that runs from nampa, meridian, eagle and boise and dumps into downtown boise and the airport. this would make better use of peoples time, and the bus system would then pick them up and take people to destinations. this will also help to lower the amount of cars on 84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Brian Pfaff 83714
Unsure	If Chinden Blvd. get widened, I 84 might not be needed so soon!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Do it ASAP to "future-proof" I-84 as best as possible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Should widen to 4 or even 5 lanes to accommodate long term need.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	YES! You should have done that 20 years ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shannon Barnes 83704
No	The money should be put into providing alternative transportation such as monorail or a rail system that is fast and operates all day and eve.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Unsure	yes - if it will relieve some of the congestion on US-26 (Chinden). No - if it takes funding away from the widening of US-26 Chinden US-26 Chinden is a mess. Feel free to ride home from school on the bus with my 9-year-old daughter on Chinden at 4pm any day of the week. 30 minutes to go 4.5 miles from Andrus Elementary to Ashbury/Foxtail neighborhood (longer for the kids in Spur Wing) down Chinden. When I lived in Salt Lake I would spend 30 minutes on a Highway but when I exited my vehicle I was in another city ;)	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Karli Riley 83616
Unsure	There are a number of major streets in Treasure Valley that are becoming more congested by the month. I am not sure if widening Interstate 84 in Nampa is a priority at this time. Look at Chinden Blvd between Linder Road and Eagle Road, and Eagle Road from I-84 to Chinden Blvd, are two examples. Day-to-day traffic, especially during peak traffic hours, is a challenge at these two busy streets, probably just as busy as the I-84 freeway in Nampa during peak traffic hours.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	Population is only growing and therefore traffic. Be proactive!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
No	I think we need to concentrate on state highways on Ada County like Chinden Blvd. I'm not sure which road gets more traffic. Chinden or this proposed 3 miles. That seems like a lot of money for such a short amount of road	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Philip Henderson 83646
Unsure	Why aren't we talking about some form of mass transit such as rail to alleviate congestion throughout the Treasure Valley? Think like a city. (Portland-MAXX; Salt Lake City-TRAX)	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	It has needed widening and improvement for some time. The longer it is delayed the more corrections required and more expensive it wI'll be.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
No	There are better uses for hiway fund to be spent. How about safety lane markings?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This widening project is very much needed and should be a high priority. It will improve traffic flow and improve vehicle safety.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	Not until Hwy 44 has been widened from Linder to I-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	growing towns create more traffic and could use the extra road to handle the extra traffic.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Larry Stoffregan 83642
No	\$150 million isn't enough to do the job right. The cost overruns and time to complete will be an awe full disruption. Re budget and plan for a 20 year future capacity. Budget enough to run an adequate crew in 3 shifts nonstop until completion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
No	Widening the highway is NOT the answer! First: traffic is not a big problem there. Second: wide highways create more traffic and more sprawl. Third: extra lanes are a huge liability! Every extra lane you build will add to future maintenance costs. This country already has plenty of dystopian superhighways causing noise and pollution and dividing communities. We don't need to turn Idaho into this.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	We often travel In that direction and I=84 is not equipped to handle the traffic.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	We need to fund the project to keep up with growth. The Treasure Valley is growing at an unprecedented rate. We must accelerate expanding our roadways to ensure we don't become a traffic nightmare like New York, Chicago or Los Angeles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mr. and Mrs. Rick Fichter 83646
Unsure	The work needs to be done but how in the world does it cost \$150M to widen a few miles of interstate? That is over \$4,000 per foot. Obviously the highway construction lobby is contributing to the right campaigns.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
No	More important to widen Chinden Rd.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Unsure	The freeway bottlenecks at Garrity coming from Boise anything after Garrity widening won't do any good unless you widen it from Garrity ridiculous kind of like working on black cat and Franklin that's a retirement job I guess some simple things take years if you don't have a clue what you're doing this comes from a Paving Company	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Yes	I would hope this question is rhetorical; for Pete's sake YES !!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	
Yes	Very unsafe area. With all the exits in that area it needs to be fixed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	Unless those of us on Social Security (which has seen not even a cost of living increase in recent years), can be exempted from property taxes and car registration etc increasing, I vote no. This seems to effect both ADA and Canyon Counties, so I am commenting from ADA.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	This section of I-84 is especially dangerous. Just recently a close friend of our family got rear ended by a semi-truck as she was stopped on 1-84 heading West Bound. She was stopped because of the restriction from 4 lanes down to 2 lanes. I understand that funding is always the difficult part of these projects, however with the amount of traffic that is traveling this section of the road, it seems imperative to me to widen this section of road as soon as possible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Val Hill 83642
Yes	Why stop at Franklin? It should be widened through to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This is long overdue. That stretch of freeway is poorly maintained and dangerous.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	Yes! Yes! Yes!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	This road should actually be widened to the Middleton exit. I believe it is a waste of taxpayer money to just "patch" the issues we currently have and not address this issue correctly the first time.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ken Burns, Western States Equipment Company 83642
Yes	Widen I-84 all the way to Caldwell!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	This is LONG overdue. Your project to create a north/south interstate 16 ALSO needs to be completed. The city is growing to large too fast and the current arterial traffic cannot hold up to the demand that will soon envelop it.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	It's a bottleneck the way it is.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I support the project and encourage an immediate start.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	As the region continues to grow the infrastructure needs to grow with it. This section of highway is long overdue for expansion. Since I 84 is the ONLY main artery in the valley from east to west I cannot see what would prevent this project from moving forward. If not now when? I fully support the program to widen I 84 in Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Preferably it should be widened for public transportation. It's important to look 20-30 years ahead, not just the next 4-5 years. Prior research shows that your western Idaho traffic is headed into downtown Boise. It can be seen every weekday for ingress and egress. We need a bigger picture solution for a larger ACHD problem. The COMPASS area is growing fast with people from all over the country moving here. What is the proposed solution for the overall traffic problem?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This is a crowded area ...	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Unsure	Not enough information.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I use only the back roads. Much more pleasant. But since the area is growing, it would only make sense to widen I-84 before the traffic is heavier and would be more of a problem to redirect during construction.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Larry B. Prescott 83616
No	While I understand that road widening is necessary in some circumstances to handle a large volume of peak hour traffic, I do not agree with this as a long range transportation strategy for the region. I am uncertain if Garvee bonds can be used for anything other than federal highway projects, however widening Interstate 84 only allows for the "conditions as is" mentality. If there is congestion maybe people will be motivated to champion public transportation between Nampa and Boise. A lightrail or similar transportation system could reduce congestion in a longer term application for the region. Cars are not the answer for future transportation needs. We need Transit options and transit oriented development to become a thriving community 10, 20, or 50 years down the road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Absolutely. The Treasure Valley is growing at an amazing pace. If we don't do these things now it will become like California.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	I work at saint Alphonsus in nampa and every day the traffic is backed up with multiple accidents. It is even worse in the winter when there is weather. The road goes from a 4 lane highway down to a 2 lane highway and the number of cars doesn't decrease by much between where there are 4 lanes and 2. With more people moving into the valley the state needs to accommodate for the increase in the number of vehicles and people driving.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Please, please, please be smart about this. Don't just take the widening between Karcher and Franklin. Start from Franklin and go all the way to the Oregon border. Hopefully doing that would cause Oregonians to make there 300+ miles stretch of I-84 3 lanes rather than 2. Think smart, Think ahead.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Yes	1. Yes: this road can get dangerous due to it's age. It is going to get more difficult to keep up with repair. 2. A commuter lane should be added between Caldwell and Boise during rush hour. The expansion will allow for something like this to happen. I work in Caldwell 2 to 4 times a week.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
No	I feel other transit routes in the valley need to be developed to spread traffic burden instead of continuing to focus on a single transit corridor. We badly need an additional east/west artery on the northern side of the valley to move some of the traffic burden off I84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	This needed to happen two or three years ago, an unequivocal yes!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	We have more roads than we can maintain. What we need is more efficient bus routes and to start building the light rail along 84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Makes no sense to just do the maintenance now and then dig it all up again to widen it a few years down the road - use your GIS Facility Management programs to coordinate this work!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	You will be able to utilize an already mobilized contractor and save money.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I hope this helps fix the absurd pot holes on that part of I-84 as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
No	Freeways are not bad here at all. Put the money towards widening the roads as that is where congestion and traffic are an issue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I would like to see the widening go as far west as possible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	I drive to and from Caldwell frequently and the biggest slowdown is when the freeway narrows to two lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	As the Treasure Valley continues to grow, this project would add additional capacity for freight movement, the regularly traveling public, and provide more opportunity for our infrastructure to continue to improve which could add more economic opportunities for many Idahoans.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	I have commuted from Nampa to Boise for work since 1997. I remember how bad the traffic got heading towards Boise before all of the changes (additions of lanes, exits, etc). It is now happening west of Garrity. There is more than enough commuter traffic from west of Nampa to justify this project.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
No	This is a yes and no answer. I believe it definitely should be widened. If anyone thinks otherwise just listen to the traffic reports either on the news or the radio. There is always back up in the mornings and evening. With the way the population is growing something better be done sooner than later. I do think 150 million is way to high though. The distance between Franklin BLVD and Karcher Road is only a couple miles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please fund this ASAP and get the project going. The infrastructure is outdated and needs replacement regardless of the need to move more cars. AND, Begin funding a light rail project from Cadwell to Downtown Boise and to the Airport. Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I want more Freeways!!!!!!!!!!!!!! this is the first step	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Please extend it beyond the Karcher exchange. I work in the Nampa area and this section has always bothered me.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83672
Yes	Is this a trick question, PLEASE GET IT DONE ALREADY!! I drive this mess everyday, coming home from Boise losing a lane at Franklin can add an additional 20 minutes to my commute time, on a good day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	This project include the widening of I-84 from Midland Boulevard and continue going west all the way to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	This section of freeway is both unsafe and unsightly. We need to remediate it to support development in Nampa and Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Anitra Nolte, The College of Idaho 83651
Yes	This also should include widening the Midland Boulevard Overpass to accommodate present AND future vehicle traffic and the old Karcher Road should be rebuilt as well and widened (not permanently removed).	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	The Regional Transportation Improvement Program should be amended to include widening I-84 from the Middleton exit to Franklin Boulevard in Nampa. Only widening from Karcher Rd still leaves a large inadequate and dangerous section of interstate running through Caldwell. It is time for our community and transportation "planners" to wake up and start serving the best interests of the majority of the public and Idaho's metropolitan region.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Christopher Campbell 83709
No	The traffic congestion is generally at 5 to 10 mph in the morning and in the evening it is worse through that area. It seems this area also has multiple of accidents due to the congestion, which makes the warrants even higher. There is no doubt in my mind the widening of the said area is at a critical stage. Thank you for the consideration.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	We need to address our transportation infrastructure today. With the continued building throughout the valley, and the increase in trucking through the valley, traffic is only going to get worse. In addition to amending Communities in Motion 2040 and the Regional Transportation Improvement Program for this project, aggressive expansion plans need to be designed now to provide a path to manage future growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	As a daily commuter, I often see traffic jams in both directions from the Karcher exit to Franklin going east and from Garrity to Karcher going west. Adding an additional lane on each side would be an enormous benefit in terms of saving fuel, reducing emissions, saving lives, and preventing accidents.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Absolutely ridiculous that it has taken this long to improve I-84 in Nampa - 20 minutes to travel from the connector to Garrity and then another 20 minutes to go 5 more miles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Traffic clogs up every day and it's dangerous to drive	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Esther Hoagland 83641
Yes	The I84 freeway needs widened between the Franklin Boulevard interchange and west until the second Caldwell Exit (10th street) where traffic lightens significantly and the freeway speeds increase shortly after to 80mph heading out to Ontario. Franklin blvd to Midland is only a small section of the problem area. The freeway road condition beyond Midland is horrid.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	Absolutely needed!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	More than 50% of Canyon County travels that stretch of road daily. The pot holes and frost heaves are horrible, merge lanes too short, and every place there is an on ramp you lose a lane. We need the freeway extended with merge lanes ending just before Middleton Road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
No	It should be widened from garrity exit to the Greenleaf exit last exit to Caldwell going west bound and from the the Greenleaf exit, first exit into Caldwell to garrity exit in Nampa going east bound. There should be plenty of money in the budget to cover it. If not then wages needs to be cut, starting with your and down!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	And on past Karcher mall do it right . No patch job they are horrible, this should've been done way before now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Betty DeHaven 83619
Yes	Too many vehicles on a 2 lane highway causes road rage and accidents. Needs widening to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Currently the major point of commuter troubles on I84 lies on top of Northside Blvd. One lane in each direction through Nampa will help moderately with commuter issues but it will not solve the problem. In essence all you are doing is pushing the problem spot westward to Karcher where the merge to two lanes is slated to begin. I drive a commercial vehicle from Caldwell to Nampa making 5 to 6 trips a day delivering aggregate. I see and deal with the issues commuters are dealing with. In order to alleviate the influx of commuters mixed with travelers, the 3rd lane in the least should be extended to Middleton overpass.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Michael Westfall 83651
Yes	The road should be widened out to Caldwell. The traffic and congestion is to much for the existing infrastructure.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	There is a huge need for these roads to be widened. Just in the past year of living towards middleton I've had to travel this stretch of the highway. I can not keep track of how many accidents have happened because of these roads. The flow of traffic is extremely slowed and many times congested severely. I look forward to seeing the new expansion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Melissa Ephraim 83607
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Robert Anderst, Idaho House of Representatives 83687
Yes	I don't care what you call it or how it's funded, but YES this needs to happen. Traveling west on 84 is an incredibly, cumbersome mess. There are often accidents caused for a variety of reasons. However the biggest reason is that the lanes go from 3 down to 2, and everyone is trying to merge. As more subdivisions are built in the west, which is a huge growing area, the need for 84 expansion from 2 lanes to 3 lanes is the highest importance. Money is often spend in Ada county because, admittedly, they are larger. However as Canyon County continues to grow, infrastructure needs to grow as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	It is long overdue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	I work downtown Boise and live off Cherry Lane and Franklin Blvd. it takes me longer to get from the Garrity exit to the Franklin Blvd exit than it takes me to get from downtown Boise to Garrity. The abrupt switch from 4 to 2 lanes doesn't only create a bottleneck problem but there are always accidents. Yes people need to learn to drive but at the same time the current setup doesn't make sense and it causes more of a problem.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	There is urgent need to improve the I-84 corridor all the way to Caldwell. This project is a first step in that direction. Efficient traffic movement will be accomplished (at least to Franklin Blvd.) and it will provide better safety.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I support this improvement program for both safety & efficiency reasons. Also, future growth in the area will be painful without better transport along HWY 84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rex Hanson 83605
Yes	But for goodness sake don't do the project while all of the other East/West major streets from Caldwell to Meridian and Boise are under construction. I commute daily and when all of the major arteries are slowed due to simultaneous construction it is ridiculous, slow and a bottleneck. Complete Ustick, 20/26, Franklin and Black Cat BEFORE you begin so we have alternative routes. It's just plain common sense!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ernest H Cody 83605

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Can details be provided as to how the section between Karcher Road to the Caldwell Franklin exit can be added to this project in time to be a continuation? Information such as what needs to be done before implementation (other than approved funding). I read something about environmental impact study being necessary? Are there any plans to further improve Karcher Road beyond 10th Avenue, Caldwell? Traffic along that corridor has grown exponentially, especially with the amount of new home construction on both sides of that road. We greatly appreciate the new stop lights and the widened intersections, and hope more is in the works.	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p> <p>Additional safety improvements are planned along State Highway 55 (Karcher Road) this year including the construction of signalized intersections at Lake, Midway and Farmway, in addition to pavement rehabilitation between Middleton to Pride Lane.</p> <p>Continuation of I-84 from Karcher to Franklin Rd (Caldwell) could be a later phase or continuation of the segment between Karcher and Franklin Blvd (Nampa); however, it would require an environmental evaluation compliant with the National Environmental Policy Act and additional funding. It is difficult to say with certainty how long an environmental evaluation would take to complete; however, a reasonable assumption would be 2.5 to 4 years.</p>	83605
Yes	We actually live off of Franklin Rd in Nampa but don't use that exit as it's too congested. We get off at Garrity and take Cherry lane to Franklin.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Here go again wasting money, within the last two years we do repairs on the overpasses and now they will get replaced which should have been done to start with. When the freeway gets widened to Caldwell will they actually replace the overpasses at Ustick and Middleton with growth in mind, four lanes wide and maybe new on and off ramps.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Must be completed as soon as possible. BUT continuing the widening on to Caldwell is vital for all travelers.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Joye D Meyer 83644
Yes	YES!!! You must be stupid that you even have to ask!!! It should have been widened years ago. It should have been done at the same time as the widening from Garrity to Franklin. You need to widen it all the way to Caldwell. Stop wasting time and money with resurfacing and then widening. Get the widening done all the way to Caldwell NOW!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Definitely needed. This would help alleviate the bottle-neck where the current third westbound lane ends near Franklin Blvd. Has any research been done to create a bypass around the Caldwell, Nampa, Meridian, Boise area to get the eastbound and westbound through-traffic around the 4 cities instead of through them?	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p> <p>To answer your question - Yes, COMPASS has conducted studies into the possibility of a southern bypass or a northern foothills loop. Neither was determined to be an economically feasible addition to the transportation system.</p>	83651

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	The freeway system in this area is always 10 steps behind the need. All you have to do is look at rush hour traffic from Caldwell to Boise to see where they need improvements. It isn't just about widening the road. They should have put in more exits from Boise to Nampa years ago to help people get on and off the freeway faster. But to ignore the need of more lanes clear to Caldwell is to continue this trend of being behind and not meeting the needs of the thousands of people that make this commute every day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	I've seen so many bad accidents going home on I 84 near the top of the hill after the first Nampa exit going west bound. The back up is just after the hill and people don't see the cars are stopped and thus crash into them at high rates	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	No, they have stated that it would cost 300 million to do I-84 from Franklin in Nampa to Franklin in Caldwell. They now have the funds but are not spending the money on it. There is 50,000 cars from karcher to franklin in Caldwell. That is more cars than I-84 from Broadway to Gowen had before they expanded that Section. Plus with all that traffic on that asphalt it will just get crushed again since ITD isn't replacing the road just resurfacing it. This is ITD's pattern. Ask for funds for canyon county and then make excuses why they can't spend the money on the project. I ask everyone why any other project is more important than this in the state. Does it have more cars and accidents? If it doesn't then it doesn't deserve the money. And all funds need to go to franklin to franklin.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I drive this section of I-84, twice day, 5-6 days a week. I've witnessed accidents, near misses and have been stuck in traffic due to accidents. I fear and dread driving this section of the interstate. I welcome any improvements to make this safer to drive.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please do this quickly. There are far too many vehicles on the road for I84 to be restricted to two lanes in Nampa. And then please finish the expansion all the way to Caldwell; I worry that not continuing the expansion through Caldwell will only move the traffic congestion for westbound traffic three miles farther to the West without solving the problem. The interstate truly needs to be expanded all the way through Caldwell sooner rather than later. Thanks.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	The bottleneck will change from Franklin to Karcher. I should have a good commute to Garrity when this is done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	This area becomes unsafe due to the traffic backing up. I have witnessed 6 in the last 4 months along this stretch due to people having to suddenly stop because the lane ends. The amount of vehicles that travel this section is too high for only 2 lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Daniel Vasser 83605
Yes	I-84 should be widened to three lanes out to Caldwell. All that's happened over the past ten years is that you just keep pushing the logjam a quarter mile down the road at a time. Ada County residents have great highway access, but Canyon County residents have to deal with the headache almost as soon as you cross over the county line. Ada County wouldn't tolerate this which is why the problem got pushed into Canyon County in the first place. How about we stop treating Canyon County like it's some podunk place nobody thinks about.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83641
Yes	Absolutely! This is the worst area for traffic congestion during commuter hours in the Treasure Valley. Due to the two lanes it is also dangerous to merge onto I-84 at those freeway entrances.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83697
Yes	Please fix our roads. I think this needed to be done years ago. I am willing to deal with construction then deal with damage to my car because of the poor roads.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Desperately needed!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This absolutely needs to be done!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Chris Floyd 83651
Yes	Anyone that uses the I-84 freeway between the hours of 5 a.m. and 11 p.m. knows the answer to that question is YES.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Phyllis K Couch 83651
Yes	I am one who drives from Boise to the North Side Boulevard. I come home around 3:30 - 4:00 pm in order to avoid the major traffic. But, that being said, it is still a royal headache once you pass the Garrity Blvd exit. It bottlenecks at the Franklin Blvd exit, thus backing up traffic to just West of the Garrity exit, even at that time of day. I have attempted to take the Garrity exit in hopes to get past it, but others have the same plan obviously, because the traffic through town is even worse with all the stop lights. It would be great to see it go all the way to Caldwell, because if we stop at Karcher, we're going to have the same problem that we do now at Franklin Blvd. If we're going to just go to Karcher, I would suggest we take it to the other side of the Karcher overpass to give everyone who needs to a chance to get off at Karcher to do so before it starts bottleneaking. That will probably whittle the through traffic down immensely.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Widening Interstate 84 from Nampa to Caldwell should be the highest priority - Karcher to Midland is a start, and is better than doing nothing. The daily traffic jams and almost daily accidents will likely simply move a little bit West however, until the widening is completed to Caldwell. Westbound travel lanes are reduced in the area from 4 to 2 within a couple of miles and there is often too much traffic for this. Another thing that could reduce accidents on this portion of the freeway is by ending travel lanes at an exit on the right, NOT by merging the fast/passing lane to the right! Lane ending was done correctly westbound at the Garrity exit - the right-most lane ends, not the fast/passing lane. The second highest priority is widening Chinden (highway 20/26) from Eagle Rd. to Caldwell. An interchange at 5-mile on I-84 could greatly reduce the impact on Eagle Rd. traffic and the Eagle Rd. I-84 interchange - do it before the cost and impact are too crazy. I believe it would have far more benefit to commuters than the highway 16 extension to the Interstate will.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Yes! This is a very well needed widening of the I-84 freeway. The existing roadway narrows to far few oflanes before going under the Franklin Blvd Overpass. the sudden change from 4 lanes each way in newly paved concrete surface to 2 lanes of cracked and untreated asphalt roadway has been one of the most jarring experiences when driving in the region.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	This needed to be done years ago. Please, no more delays, get it done!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This is a project that is long overdue and desperately needed. I'm frankly shocked that anyone has to even ask if it needs to be done. It should have been done years ago. The 4 collisions within a 30 minute span during rush hour, that ISP and NPD investigated between WB38 and WB36 last week, is documented evidence of how badly this is needed. I-84 really needs to be 3 lanes all the way to Caldwell, but AT LEAST, needs to be 3 lanes all the way to exit 33. The parking lot that WB I-84 becomes from mp37 to mp33 every weekday during rush hour, should speak for itself.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	William Koho Nampa Police Department 83686
Yes	This major stretch of Interstate Highway is woefully inadequate for the amount of traffic through Canyon County. It actually needs to be widened from Franklin in Caldwell to Franklin in Nampa. Will be happy for the beginning if we cannot have it all! Please include a decent EB onramp from Northside onto I-84, it is currently very dangerous as the angle of attack is awkward to see the oncoming traffic for merging.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	It's horrible as is and cannot handle the amount of traffic entering and exiting the freeway.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	It seems like it could be a serious matter of public safety if we don't widen I-84, its contested and accidents seem to occur more often with increased uses of I-84. I do think it absolutely needs to be widened and also repaired significantly too, its a very bumpy ride that also causes a lot of wear and tear in these vehicles drivinf it daily. The #snowpoclyse winter or #snowmageon of 2017 has really damaged the surfaces and although they tied to repair and fill potholes it really didn't work all that well unfortunately. Not only added in another regular lane, how about perhaps considering a carpool lane/bus lane? This will inspire ride-sharing and better uses for the roadways and for our environment too. Most other seem to have carpool and bus lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rhea Allen Peppershock Media 83686
No	The most poorly maintained highway in Idaho is Hwy 55. It has rock slides, very dangerous areas with no guardrails. Even when it is snowing hard you never see a snowplow. I live in McCall and travel the road a lot. It is not fair to spend 150 million in Boise. Those commuters need to carpool, and that is not encouraged by the transportation dept. They need more commuter buses and other commuter alternatives. Why should the rest of the state suffer from the problems in Boise? IDT was a joke this winter with the snow removal. Better planning needs to be set in place. The distribution of funds should not be based on population. So much publicity was made over the winter conditions and the most negative comments were about IDT. In McCall we know we are going to get large amounts of snow each winter, and they budget accordingly. The Boise commuters know what horrible traffic is all about, but they made the choice to live there. It does not seem like the 150 million is going to even help.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83638
Yes	This is much needed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	I travel I-84 several times a week. The number of accidents especially during rush hours is constant. Back up of traffic is miles long in the direction of the accident. There are few east/west alternatives. Without accidents the lanes can be almost full. I wish you could do the entire length to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Yes, please!!! It takes about 10-15 minutes just to go from north side to pass franklin in the mornings at 7am.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Heather Duke 83651
Yes	Widening I-84 will unfortunately move the daily commute traffic jam and almost daily accidents from Garrity to Franklin further down the freeway to Northside to Karcher. This is a necessary result of what will hopefully be the eventual widening past all Caldwell exits on I-84. But make no mistake. it will not relieve congestion or decrease accidents, it will only move them farther down. A significant amount of residents take the Karcher exits since there are numerous subdivisions and businesses off this exit and they will still struggle to get to the exit. Another 50,000+ residents live past this exit and for them nothing will improve.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Please think this time when transitioning from 3 lanes down to 2 lanes. Over the past 15 years, we have seen a number of examples between Boise and Nampa where we reduce the number of lanes available. When we drop the right hand most lane, as we did at Meridian Road, and Garrity boulevard, traffic flows smoothly. When you drop the left hand most lane, you create 1 and 2 mile traffic jams with many accidents. The daily traffic jam leading up to the current reduction of 3 lanes to 2 at the Franklin Road overpass could be reduced to almost nothing if you would drop the right hand most lane as an exit only (like is done at Garrity currently). The person who makes this decision (The director of the COMPAS or the ITD) should be held personally and financially responsible for each of those accidents as they were easily foreseen. Please do not continue the current practice of dropping the left hand lane that causes accidents. Saving lives should be more important to you than creating the "need" to expand to 3 lanes all the way to Caldwell. The only reason I can see that you didn't drop the right hand lane at Franklin was so you show everyone that you were needed and show all the accidents that were caused by the reduction of 3 lanes to 2 when if fact, they were only caused by your choice to drop the left hand lane instead of the right.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	This is a classic "no brainer" decision. This project is way over due. Completion of the widening project should be the #1 priority. I 84 is not only a Treasure Valley major transportation route, but for the entire NW region.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Tracy Carleton 83702
Yes	Rather than continuing to upgrade I-84 in Ada county....it's time ITD took care of the Canyon Country stretch!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	I would suggest going all the way to exit 27 also	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I84 needs to be widened to the Notus exit in Caldwell, just widening with the current proposal is like putting a Band-Aid on a hemorrhage. Let's fix this right because if we wait it's going to cost more let's get this done and do it right!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Cindy Foster 83676
Yes	Our roads and bridges are already way behind the need. Time to step it up. Yes, I realize there is a cost to do this, add to the gas tax or registration fees.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Very much needed	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	they should also repair and widen the section from Karcher to Caldwell. that section is very bad and getting worse.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	Yes this definitely needs to happen but it should be from Franklin in Caldwell to Franklin in Nampa. Not only is the road itself atrocious but it is not able to handle all of the traffic. This has needed to be done for years and I hope it can be added at some point.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Donna Thor 83686
Yes	Yes the interstate between Karcher and Franklin should be improved. Also, the entire interstate between Nampa and Caldwell should be improved to 3 lanes. Thanks.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Greg Brugato 83713

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	But why wasn't this done as a lot of the community thought would happen with the expansion that occurred in Ada County to Nampa?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. To answer your question - The original corridor study determined the logical termini of the Environmental Assessment was the Karcher/ Midland interchange in Nampa to the Five Mile Road overcrossing in Boise. The first GARVEE bonding that funded the I-84 expansion was a finite program with dedicated funding that started improvements in the eastern part of the corridor and proceeded west. Through bid savings and judicious program management ITD was able to extend the scope to Franklin Boulevard in Nampa and also replace the Meridian Interchange.	83686
Yes	This project absolutely should occur and as quickly as possible. Infrastructure in this state is woefully inadequate in places.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Actually, for the future, go all the way to Caldwell...why stop at Karcher Road?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	This is an absolute MUST! The traffic on this section of highway is horrendous. Not only should this be done, it needs to happen ASAP and be completed as quickly as possible. So far I am seeing a 4 year estimate for completion, that is absolutely ridiculous. Such a short stretch of highway should not take this long to complete.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	According to the Idaho Transportation Dept; by 2020 we will have 200,000 more people living in the Treasure Valley. Instead of 30 minutes to get from point A to point B, it will then take us 1 hour. Our roads are in desperate need of catching up with our growth. Fixing the freeway dehaulco is a definite need, the sooner the better.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rebecca McDonell 83634
Yes	It's unsafe for drivers as it is now especially when slow drivers drive in the fast lane and there's no other lane to pass in. If there is a traffic jam then emergency vehicles cant get by. Signs reminding slow drivers to get over would be nice. most the congestion is at merging lanes so 3 lanes with a 4th merge lane would be best, also if you add another exit between caldwell and Nampa that will bring traffic down a lot even at the kartcher exit. Also keeping most of the construction at night will keep public happy. I have been commuting from Nampa to boise for over 3 years now and the traffic on the freeway is my main reason for planning on leaving the area. I'm amazed it wasn't widened years ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	The Interstate between Karcher Road and Franklin Boulevard should be widened for the sake of safety and ease of transportation. There are already too many accidents and slow moving traffic in the mornings and evenings as people are trying to get to work or home from jobs in the area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Unsure	I drive from Boise to Caldwell every weekday. It's not sensible to use only half the special allocation of funds for I-84 in Canyon County. That funding should be used to expand and completely redo Franklin in Nampa all the way to 10th Street in Caldwell. This winter was a nightmare because of delayed road maintenance leading to innumerable potholes for the entire stretch of freeway between Nampa and Caldwell. The substrate of that section of road is completely inadequate; resurfacing Nampa to Caldwell in the summer will do nothing to address this. Repairing only HALF of that stretch of road leaves miles of freeway inadequate for the foreseeable future. The Garvey Funds were requested by the legislature in direct response to this winter's disaster in Canyon County. The cost of the job was estimated as \$300 million. Please use the Garvey funding to maintain this essential stretch of freeway in southwest Idaho.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Fiona May, Caldwell Library 83703
Yes	This is perhaps the most critical infrastructure issue facing the Treasure Valley. The road condition and the congestion is perilous - an enormous safety issue. However, this Nampa project is just the start. The interstate through Caldwell is in worse condition. Not only, and primarily is this a safety issue, it is an economic development issue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mary C. Niland 83686
Yes	Please, go ahead and make I-84 three lanes as proposed from Franklin Rd. to Karcher. When the changes are made and the third lane added, please make the exit ramp at exit 33a be the end of the third lane, letting the left two most lanes to continue on West bound. As was stated in the proposal, the need for I-84 to be three lanes to Caldwell's Franklin exit or even on to the Boise River bridge, is getting out of hand quickly. Caldwell is growing much more rapidly than the 40 year plan calls for. I would love for it to be three lanes, but I understand it's a funding issue and Canyon County cannot be the only place the State of Idaho must spend the transportation budget.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	This is a project that should have been completed years ago. It's insane how much \$ has been wasted elsewhere. It's also insane that it will take 4 years.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	YES!! I'm still at loss why this wasn't done during the last widening that occurred between Garrity & Franklin. It is such a terrible bottle neck there. Frankly, in my opinion it should be widened up to Caldwell. Everyone knows as growth continues (and it is expected to here in the Valley) people will continue to push the outward boundaries of Boise & Meridian for affordability reason. It would be nice if we could be slightly ahead, traffic wise to allow for the imminent growth, instead of years behind.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shelley Howe 83651
Yes	It is dangerous and unsafe the way it is, and it is something that has needed to be done for years. That being said it is well past time to do this.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	It should be widened to address real-time congestion and safety issues. But I believe this measure is just kicking the can down the road. Another widening project to accommodate more cars without truly addressing how people can be moved within the Treasure Valley. Until we begin to place a value on public transportation, we will perpetuate this problem of building/expansion/building/expansion. Politicians need to have some guts.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	As our area grows the traffic is ridiculous trying to move through Nampa. We need faster safer options. It is very dangerous entering the freeway from North side Boulevard with only 2 lanes	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
No	Widening roads doesn't eliminate congestion, it just induces demand - and sprawling land development.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	This is a very important corridor that must be widened. There are so many dangers of that section of Interstate 84. Traffic is very bad through that section, and it clearly needs to be widened. If the section of highway is approved to be widened, virtually almost all of the traffic problems would go away.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Absolutely!! Unless you've never driven that part of I84, this shouldn't even be given a second thought. That section should, without a doubt, be widened. It should honestly be widened all the way to Caldwell. This widening should have taken place years ago. Please do this project!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	This is way past due,	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	This absolutely needs to be a priority to fund. The whole stretch from Franklin to Franklin.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	It's long overdue, and the three lanes should extend to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Terry Friel 83607
Yes	This has needed to be done for years. There are so many accidents at the Franklin exit in Nampa monthly due to the lanes going from 4 lanes to 2. And traffic is so back up during rush hour. Plus the roads have never been re paved in the 20 years I have lived in Nampa. I am very much for this project. It is way past due.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	This project is long overdue! The area is a safety concern and could benefit economically from better traffic pattern. However, the surrounding exits and major side streets need some work to improve traffic flow on/off the freeway. Additional off ramps at U-stick and Middleton would help. Fix Karcher/Midland overpass and get some more roundabouts at midland & ustick, and ustick& Middleton. A proactive approach is welcomed, rather than reactive. Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please it's about time Nampa does something right with their roads. It's ridiculous to bottleneck down to two lanes. This should have been done a long time ago before the problem got so out of hand. It has been a long time coming and I couldn't be happier to see this done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Yes it is desperately needed. Every rush hour the traffic backs up for a good mile to two miles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Michael Albert 83605
Yes	Should be widened to the frankilin exit in caldwell. It's already widened past that through caldwell. If it stops at midland it's going to bottle neck at midland just like it does currently at franklin and it will be a mess.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	at least through Caldwell -- also first priority should be deteriorating road bed with potholes the size of a ditch . .	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Lois Roberts 83686
Yes	It should be widened all the way to the North Caldwell exit!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	This section of I84 is in desperate need of widening. We need it PAST Karcher (west) and into Caldwell - desperately. Traffic in both directions is constantly very heavy and the Westbound "squeeze" from 3 or 4 lanes to 2 lanes at Karcher is dangerous at best. This "squeeze", as my family has come to call it, causes all drivers to slam on their brakes to slow down from 65 mph to sometimes as slow as 30 mph in off peak hours. The times I've nearly been rear-ended or nearly rear-ended the car in front of me has become too many to count. By widening this section of freeway at Franklin, it will alleviate the current 'squeeze' but cause this 'squeeze' to then occur at Midland. Despite this, I'd rather have part of it widened than none of it widened - i'm hopeful that the remaining stretch of I84 will be widened after this section as we're just pushing a big problem from Exit 36 to Exit 33.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Karen 83607

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	It's long overdue....we need it	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Unsure	The expansion project should go from Franklin to exit #27. High volume of traffic.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	That road is horrible and needs widened asap going both directions!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
No	We need to keep a budget and follow it. I can't budget my household with future monies I will receive from the government. And as a community we shouldn't be able to do that either.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	I have lived in Nampa for 6 years now with a commute to Boise and it is getting worse and worse for traffic specifically from Karcher to Franklin. I regularly have to go around the freeway for these exits to save 10-20 min on my commute. Also on the way home I have nicknamed the section that goes from 3 lanes to two as "the death trap" due to the amount of accidents I have seen there and it is also more frustrating on the traffic going home. It actually works better on a freeway to have a lane end as an exit lane like the Garrity exit, please keep this in mind if you do expand when ending a lane. Traffic just backs up too much when a lane ends in the "fast" lane by merging and is more dangerous.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Yes I-84 should be widened. It would be a step in the right direction to accommodate the growth Canyon County has already received. Maybe by the time that this project is finished, the funds will be there to complete the necessary work to widen I-84 to Franklin in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Of course it should, it's currently unsafe and really unpleasant.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Widening this area is long overdue. There are many people who refuse to drive out to Nampa or Caldwell because of the slowdowns caused by the bottleneck in this area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	GET IT DONE NOW!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	It seems logical. The traffic backup in that area during peak times is horrendous and this widening of the freeway would help a lot.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651-4801
Yes	Yes I would like to see I84 widened from Franklin blvd, in Nampa, to Midland in Nampa. With 1000 people moving to the Treasure Valley monthly (per 580 am radio) this has been needed for years now. Glad to hear it's finally going to be taken care of. Thanks!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	This needs to happen.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Definitely! Traffic is only going to increase and there is already a huge need!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	I-84 needs widened all the way to Caldwell. The bottle neck where it chokes down to 2 lanes in Nampa backs up traffic past 10 Mile most afternoons and is only going to get worse over time with all of the Californians moving to the valley.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Why isn't this being announced on the news to get more input. The stretch of I84 from east of Franklin, Exit 36 all the way into Caldwell needs widened. The majority of the Canyon County stretch is in deplorable condition compared to the Ada County stretch.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	I don't travel West of Nampa regularly on the freeway, (Nampa to Caldwell) but when I do it is almost always congested. Population density continues to increase in the area that uses that section of freeway so the situation will continue to get worse until additional lane capacity is added. The congestion, particularly at rush hours makes entering the freeway along that stretch a challenge and safety concern. The congestion at times also seems to lead to short tempers and aggressive driving tactics from some drivers. This was common between Meridian and Nampa before the widening projects over the several years in that section of the freeway. The aggressive driving between Meridian and Nampa seems to be noticeably reduced now that sufficient traffic lanes are available for most traffic situations. From both a safety and capacity standpoint, I believe the additional lanes are needed in that area. Highway district contraction should also look hard at the bids and the costs proposed as they appear rather inflated for the stretch of roadway work proposed above. (looking out for the taxpayers)	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	The widening needs to come all the way to Caldwell. Ridiculous to resurface and then pull it up to widen later. Its needed now in Caldwell. the entire Canyon County are has grown tremendously while I-84 from Caldwell to Nampa has not been addressed. Traffic has increased and in the near future so will accidents if the widening is not addressed from Caldwell to Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	There is an obvious bottle-neck issue at the point of Karcher Road that causes an inevitable weekday evening backup for those heading West. To make this transportation improvement would greatly improve the situation and likely decrease the number of bumper accidents that occur as a result of backed up traffic and tense situations.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	It should be wider all the way to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	At the very least, this portion should be added. currently traffic lightens substantially after the Karcher Road interchange. The highway should be widened all the way through Caldwell, however, if the exception is to cut off all the expansion verses cutting off expansion at Karcher, it makes no sense to cut off all expansion. Funding is what it is and will be taken somewhere, then again, maybe you would like to widen highway 16 to Emmett a little further. doing 'that' made 'a lot of sense'.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	I-84 needs widened from Franklin in Nampa to Centennial Way (Simplot Blvd) in Caldwell-- 3 lanes minimum, the whole way.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	This project should have been completed years ago. At the current pace it will be widen to 3 lanes just in time to need 4.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	Actually, I-84 needs to be widened to the Highway 19 off ramp. That being said the proposed work would definitely eliminate a large portion of the traffic congestion, and would be a good start on the total work needed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rich Cron, Canyon County Habitat for Humanity 83651
Yes	However, I believe that widening the freeway all the way to Western Caldwell is equally important. This is nothing more than at least getting some of that started. All efforts should be made to continue the widening to Western Caldwell as soon as possible, to keep up with (or catch up with) development.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	The Treasure Valley is only getting more populated and that extends from Nampa into Caldwell. Expanding I-84 from Franklin to Karcher would be a huge help with the ever growing population.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Yes it should be widened right now. Why patch it up and then tear it up again? Why not just get started instead of waiting a year? Also needs done to Caldwell!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	I-84 serves our community well during high traffic times unless you are west of Meridian when the lanes are reduced to just two in each direction. I definitely support widening from Karcher Rd to Franklin Rd in Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	The freeway is a mess between Caldwell and Nampa. The widening and repaving needs to go to exit 29 at least. It would be better if it went all the way to 10th ave. exit. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Bill Buckendorf 83605
Yes	Should have been done a long time ago. I frequently complain that Idaho's transportation policy is far too reactive as opposed to being proactive. I'm sure much of this is due to funding, and ITD would be glad to be proactive if they had the funds, but I'd like to see us get ahead of the curve a little more. As it is, this is just catching up to something that was needed some time ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
No	No, I believe money should be put into better public transit in order to reduce traffic rather than widening the interstate. Widening roads is not a long term solution, but a band-aid on a larger transit issue. If there were transit options, people would ride them.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Commuters are already struggling with the current situation and with the growth in Canyon County and the new job opportunities that are being created, I think it is imperative that for this to be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	Yes this project should be undertaken, however it does not go far enough. I-84 should be widened to the Franklin exit in CALDWELL! This should have been done in the late 90s when I-84 was originally widened in Boise through Meridian, and again ten years ago when I-84 was widened again in Meridian and to the Franklin Intersection in Nampa. We need to be proactive about the growth in our valley for once, not reactive. Widen I-84 to three or four lanes through Caldwell now, not ten years from now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ty Walling 83605
Yes	Yes, our communities and the state of Idaho need this project immediately.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Absolutely -- driving that section is scary -- I try to avoid it at all costs, even if it takes me longer, costs me more time and money for gas.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I really think that Chinden Blvd. (Hwy 20-26) needs to be widened to five lanes between Eagle Rd. and I-84. This would take some of the pressure off of I-84. The current time table for Chinden's widening is way to slow.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	David E. Leader 83714
Yes	Go from Garrity to the Middleton exit!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I have many opportunities and/or needs to commute between Boise and Caldwell on I-84. This widening project is long overdue in my humble opinion. The population in the Treasure Valley is only growing, and will continue to do so as long as this area maintains such a strong quality of life. Certainly with the growth in population comes the need for additional resources to move traffic and commerce. Gitterdone!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Randy McLeland 83709
Yes	I avoid Nampa coming back to Boise due to this exact merge bridge. I cannot count the numerous times I was pushed off the shoulder of the road due to traffic not getting over or even attempting to get over for those merging and I am unable to. This should have been done years ago to support the growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	I have to believe is someone looked at vehicle crash data for the vicinity of the I-84/Franklin interchange, an alarming picture would be revealed. Something must be done. Widening seems like a logical step	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83639
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kimberly and Clayton Trehal 83686
Yes	Driving from Nampa to Caldwell or from Caldwell to Nampa using I-84 is a difficult and frustrating endeavor. It is unusual to go a day without an accident.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shalene French, Caldwell School District 83605
Yes	Yes, yes, yes!!! And, it would be even better yet if we could get it widened all the way to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Elaine Carpenter 83605
Yes	It should go all the way to Caldwell. Not including those five/six miles is as bad as when they stopped at Franklin. In the long run it will cost more money to wait on that section.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Randy Wilde 83651
Yes	Caldwell is slated to grow significantly in the next 5-10 years. This section of the I-84 corridor is very busy. Once past Caldwell traffic thins. It makes a great deal of sense to take this action now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Dana Brooks 83605
Yes	Yes it should be. The whole freeway to Caldwell needs widened.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kim Gross 83686
Yes	The congestion that is caused from the merging of 4 lanes down to 2 definitely causes the majority of rush hour problems and should be widened as most rush hour traffic will exit at or prior to the Franklin Blvd Exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Widening the highway in the area coming into Nampa from Boise is necessary.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rob Studebaker 83607
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	David Benson 83607
Yes	Improvement will help with traffic at that section. If more people are able to Travers that section more quickly will the traffic build up move to between eagle and ten mile interchanges?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	I live in Nampa and work in Caldwell. The road conditions and traffic on I-84 are deplorable. As a mother of a young daughter I am now afraid to drive on I-84 once the winter hit and the pot holes took over from Midland to Franklin. I am now driving 1 1/2 hours ONE WAY to pick up my daughter from school and drive her home due to traffic and road conditions. This has seriously impacted our quality of life. As our Valley grows, we must grow with it, which includes improving and widening I-84. Thank you in advance for your help and support to make our community safer.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rebecca Wilhite 83686
Yes	Absolutely! I travel from Meridian to Caldwell every weekday to and from work. It is quite frustrating to drive on a nice smooth 3 lane freeway and suddenly change onto a stretch of road that feels like a neglected back road highway. If we are going to attract more industry to our great State and the Nampa/Caldwell area specifically, we need to have a safe and reliable freeway!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Susan Richardson, The Hartwell Corporation 83605
Yes	Existing conditions are unsafe and need immediate attention. I fully support amending the Program to include money to fund this project.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Maureen Stokes, Witco, Inc. 83686

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Yes, this needs to happen!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83606
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jerry Peterson 83646
Yes	The question is not whether I84 should be widened but how soon can you make it happen. This is the worst bottleneck in the state of Idaho and should never have been created in the first place. The original widening project should have continued to Marketplace at a minimum. I have to drive this nightmare every day and want something done as soon as possible. DOT found the money to widen I84 through Boise - TWICE!! It's time to spend some time and money in Canyon County. It's amazing to me that money was spent refurbishing the Middleton Road overpass when the real solution was to replace it and Ustick with bridges that would allow freeway widening to Caldwell. Providing on and off ramps would be a welcome addition to them as well. It's time to upgrade I84 through Caldwell to deal with the ever-increasing traffic (slowly) flowing through there each day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	A robust regional system will (should) take the burden off local roadways. Anything that can be done to improve state highways should be given top priority. You might even find that traffic patterns change and eliminate the need for road widening projects in other areas thus saving taxpayers money and preserving established neighborhoods.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	Widening would be nice, but repairing and resurfacing seem far more urgent.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Peter Johnson 83687
Yes	I84 should be 3 lanes each way all the way to exit 28. It's a disgrace and a real sh as me we have the worst stretch of interstate in the Northwest.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	It should have been done long ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
No	It doesn't seem like a bad project, I just don't think it's the highest priority in the area. I would prefer to see my tax dollars spent maintaining the condition of our infrastructure and improving the safety of walking and biking, instead of subsidizing commuters from western Canyon County.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	This is money that could be used to invest in light rail or a more sustainable form of transportation. Building bigger roads only creates more congestion it does not solve it. Please take a look at the bigger picture of commuters driving single occupancy vehicles and complaining about the roadways. A change in driver behavior is needed. HOV lanes and high speed transit is a actual solution to the congestion problem.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	All the way to Franklin in Caldwell". Or we could say, "From Franklin to Franklin". And it should have been done five years ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	David Myers 83686
Yes	there is a definite need for I-84 to be widened there. Mornings and evenings are always congested. the area is growing and it will only get worse.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Charles Nichols 83686
Yes	There is a strong traffic demand for this section to be widened. In addition, the roadway is in serious disrepair after the winter freeze and thaw. Though in the short term, this will still need to be addressed, rebuilding and widening the road will address the medium term repair of the road as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rodney Ashby 83687

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This project is starting out late (it's already way overdue) and does not have its sights set far enough ahead; three lanes is inadequate--it should be four. Same thing happened with the Karcher interchange--it was built long after it was needed and should have included two lanes for the EB onramp, though without additional lanes on the freeway a choke-point was inevitable. Population growth and traffic congestion in this area merit a longer view toward infrastructure as well as adequate resources for maintenance. Right now that portion of Highway 55 between Midland and 10th Ave is in terrible shape--even though that road is beyond the purview of this survey, it speaks to the short-sightedness of a comprehensive view. For many years--decades--after the freeway was initially built, it served this valley well and allowed room for growth. More recent projects and local "fixes" lack that kind of insight. It is important to get out ahead of these issues before they develop into problems. I-84 between Karcher and Franklin is a problem that already requires more than three lanes to fix.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	absolutely, especially West bound from Garity, so dangerous lanes merging down to two from four and an on-ramp all in the same spot. It is absolutely no wonder why there are so many serious accidents in this area, and particularly in the early evening when sun is also blinding. In my opinion, the widening should extend all the way to/from Caldwell (exit 25).	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	This should not even be a question, it should have been done when 3 lanes were taken through to Franklin. It will cost money but it is already costing drivers millions in repairs and time lost due to the traffic and collisions that happen everyday. I have driven this route to work and back for nearly a decade and the problem is getting worse every year, <u>lawmakers and planners have let the community down by not acting years ago.</u>	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Brandon Hopkins 83605
Yes	Greatly needed and hopefully while widening I-84 make the onramps safer to get on because merging on the interstate is horrible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Andy Daleiden 83702
Yes	It should go FARTHER than Karcher road. It needs to be widened clear through Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	Not yet. First priority should be given to developing a light rail system (like the MAX in Portland) running from downtown Boise to Nampa! We have tracks and the space. It all just needs to be negotiated but this seems like a no brainer to me. Park and ride garages and lots should also be developed. Widening I-84 might reduce drive time but it will do nothing for getting cars off the rad during commute times.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Philip Ackerman 83713
Yes	The sooner the better.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83644
Yes	This widening is long overdue. It should be widened to Caldwell rather than just repaving the awful stretch from Karcher interchange to Caldwell. But most definitely at least widen from Franklin to Karcher, which is stop-and-go westbound every afternoon, as early as 3 p.m. I thought the planning for this stretch was done a few years ago before money concerns caused ITD to end the widening at Franklin (a very short-sighting and ultimately costly decision). So ... can't this project be expedited so it doesn't take four years to do? Note: I live in Caldwell, off Karcher Road, and drive back and forth from the Karcher Interchange to Boise every day for work.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Each year the traffic will just increase, so it only makes sense to widen the roads	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	The decision to include only the proposed section of the interstate left me scratching my head. The folks in Caldwell are completely left out and their interests should be addressed now, not later if and when additional funding is found. The unfinished section of Highway 16 should not be included with the remaining GARVEE funds. Only Interstate 84 between the Franklin Boulevard interchange and Caldwell should be addressed with these funds.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kent Goldthorpe 83642
Yes	This needs to be TOP priority because of the continual increase in the volume of traffic using I 84. If it's not addressed now, grid lock and accidents are highly probable. There is tremendous congestion already!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Widening I-84 will eliminate the current bottleneck on the westbound lanes and reduce congestion eastbound from the current shopping area on Midland Blvd (Karcher Rd.). This widening project, when completed, should reduce the number of accidents on I-84 in Nampa and ease the flow of traffic, especially during commuter hours.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	just look at the daily backup from Boise to Caldwell that begins in Nampa when the road loses lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Yes the bottleneck is dangerous	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Paul Whitehouse 83646
Yes	Not only should I-84 be widened thru Nampa but also to/thru Caldwell. And just as important or maybe more important, NO LANE SHOULD BE ENDED IN A DEAD END SUCH AS NOW EXISTS AT INTERCHANGE 36 westbound. That only leads to and is a major cause of accidents, frustrating slowdowns and road rage. Most states learned not to do that in the 60's. EVERY LANE END MUST BE ACHIEVED BY AN EXIT RAMP. This could be fixed at exit 36 westbound in a few days and very inexpensively (compared to constructing more roadway) by restriping the lanes so the left 2 (or more, if appropriate) lanes are thru lanes and the right lane (or lanes) ends in the exit ramp to Franklin and be forewarned by signs so most if not all thru traffic could be in the appropriate lane in time to avoid a major slowdown.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Hello, I work for General Tool which is a subsidiary of Motion Industries, both are located at 4317 Challenger Way, Caldwell, ID 83605 near the Hwy 20/26 and freeway interchange. I put together orders for a number of technology businesses in the Treasure Valley between Caldwell and East Boise. I drive the freeway several times each week and the freeway between Nampa and Caldwell is a mess! I find in particular that if I am heading back to Caldwell after 3pm there is a terrible bottle neck after one passes the Garrity Blvd interchange about half way to the Frankline Blvd interchange cars start stacking up. Many cars zoom past in the far left lane crowding in up ahead as they must merge in just prior to the Franklin Blvd interchange. Once past the Midland interchange it does ease up some but I can see that the freeway between Midland and Caldwell could soon become congested as well but the 2 overpasses in that section may prevent 3 lanes each way? The freeway between Midland and Franklin needs to be widened to 3 lanes ASAP! Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	George Van Leuven 83617
Yes	This portion of roadway is in serious need of repair. Repairing and widening the roadway at the same time is the most cost effective solution for taxpayers.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	These areas are greatly under built currently and with the incredible amount of growth in these areas, if not done this will only get worse. So glad that you are looking into doing this :)	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jarom Wagoner 83605

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	I like Chinden, Eagle Rd to Ten Mile, should be widened before I-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Please widen to 4 lanes each way, or it will just need to be widened again in a few years.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	I drive I-84 from Nampa to Boise and back every weekday for work and drive through the proposed improvement area. This widening is years overdue. I fully support ITD, COMPASS, and the State of Idaho in using the \$150 million to make this project happen.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	In addition, the GARVEE funds should be used to prepare an environmental document for the next I-84 segment -- from Karcher Road in Nampa to Franklin Road in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Stephen Lewis, Keller Associates 83646
Yes	I cannot imagine anyone who drives this on a daily basis not wanting this bottleneck removed. There is hardly a day that goes by that there isn't at least one accident on this stretch of road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	Why wait a year to start? Why just rehabilitate between Karcher and Caldwell then widen the same stretch in a year, paying for it twice? Widen the whole road at the same time. Not in bits and pieces.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked why the widening and resurfacing are not being conducted at the same time. The pavement is in such poor condition that resurfacing must be completed this year. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin.	83651
Yes	This should have been done a decade ago in order to keep up with the traffic volumes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	This is one of the most dangerous sections of highway in the state. I avoid it at all costs during peak. That said, having rail service would change it all and what would a 150 million investment do to serve rail? I drive this way regularly for my work and will use surface streets and longer distances to stay safe. When I see the back up where the merge happens, I just wonder what the next crash will hold. Overall, we could do better with better commuter services from the area, but how do we fund that? Thanks!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Oh my, what a nightmare that section is....huge back-up in the AM and PM rush hour, road bed is a mess, broken, pot holes, etc. Always fender benders and accidents. Rest of the day is heavy usage...semi's passing semi's. Drive it, you will get the picture	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Susan Laible 83651
No	Use these funds to implement transportation alternatives. This will just create induced demand and we'll be talking about widening again in 10-15 years. As a resident that chooses to live close to work, and accept a smaller house because of it, I'm tired of subsidizing transportation projects (lanes especially) for those that opt for a different lifestyle.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	I think this would benefit the people of Nampa a lot. Traffic flows so smoothly until it drops down to 2 lanes and gets backed up.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	The widening of I-84 between Karcher Road and Franklin Boulevard is desperately needed. There is too much traffic for this stretch of highway, and too many accidents along this stretch, for the current lane structure to remain in place.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ross Burkhardt 83642

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Absolutely! It is in terrible shape and the worst section of HWY between Oregon and Utah.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83644
Yes	The Interstate should be widened for several key reasons; One of which is safety. During peak commute times, either in the morning or afternoon and going in either direction, your safety is a risk by motorist that are in a hurry, unaware of lane narrowing and several other factors. I believe that Canyon County has seen quite a growth spurt in the last few years, with residential and commercial growth and with that growth comes more vehicle congestion especially on an all ready taxed 2-lane Interstate and it's only going to compound major problems if left in it's poor functionality. I also strongly suggest that the Interchange at Karcher (Midland) be re-designed. The functionality of that Interchange leaves me to scratch my head, each and every time I use it, does not make any sense to me at all. I can understand that it's fiscally impossible to stay ahead of all road issues, but in the Treasure Valley, we need to really look at the growth and try to stay at least in pace with it. Thank you for allowing me to leave my comments in this pressing issue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jill Staup 83686
Yes	Yes! For the love all things that are holy, yes!! The need is only going to grow over time. Fix it now. It will make Nampa & Caldwell more of stress free communities instead of a subconscious stressful place to be. Hopefully within a few short years, we'll be in the running for the happiest place to live!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	KC Johnson 83651
Yes	I commute along that route regularly. This is a much needed improvement for safety and travel time concerns.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Elizabeth Dickey 83651
Yes	As a daily commuter, this most definitely needs to be expanded. The gridlock that happens on a constant basis would make this commute far less stressful.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I only have to drive this section of I84 about once a week, but the bottleneck there is pretty bad every day. I feel for the people that have to deal with it twice a day. Canyon County is only going to grow; this should have been done a long time ago. If I were a business owner looking for a new location, I wouldn't pick anywhere in this area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	AND they need to repave from Nampa to Caldwell!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	It is needed to prevent bottle necks and accidents at the Nampa Franklin Road and the Karcher Interchange. It should have been included when I-84 was widened from Franklin Rd, Nampa, to Meridian Road, Meridian. I am glad to see that section of the freeway is being funded and will eventually be widened.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83676
Yes	I believe the widening should happen. I also believe that there should be no new tax or levy to pay for it. The funds are there if they are appropriated properly. Let's not make this another Nampa School District fiasco where I'm paying \$1,200/year for two levies.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	I commute from West of Caldwell to downtown Nampa. Nearly every morning the traffic is at a near standstill before reaching the Nampa Blvd exit. Frequently commuters see the traffic delay ahead and exit the freeway at Karcher and continue toward Meridian on the surface streets. This causes excessive wear and tear on those streets as well as increased numbers of traffic accidents on those surface streets. The State of Idaho must either get serious about finding transportation needs or slow development in the Nampa- Caldwell-Meridian area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83672

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	My confusion lies in the prioritizing of construction/rehabilitation projects. I understand the difference between what is occurring with the stretch between Caldwell and Nampa versus the Northside-Franklin project. However, if you are going to spend money on "rehabilitating" the stretch between Caldwell and Nampa, why not take a little more time and money and do it right the first time, instead of coming back a few years later and spending even more time and money to completely re-do the stretch? It seems similar to taking a car loan out on a car that costs \$19,000, paying the principal and interest on it, only to trade it off as soon as it's paid off (to get the car you REALLY want or need) because it was a temporary solution (quick fix)... when you would have spent less money in the long run (had you actually purchased the vehicle you wanted!). Why not consider doing it the right way the first time. Seems like the construction companies are the only ones truly benefitting from multiple projects on the same stretches of road...over and over and over. I love Idaho, and have for the 41 years I've lived here...but get it together!! We have been wasting money and taking more than ample time to finish projects that other states accomplish quickly, and in more cost efficient (and effective) ways!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked why the widening and resurfacing are not being conducted at the same time. The pavement is in such poor condition that resurfacing must be completed this year. It simply cannot wait. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin.	83605
Yes	I don't drive the freeway very often, but do know many who do. However, when I do drive it, I see the need for additional travel lanes in order to keep the east west traffic flowing in an efficient manner.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	It's something our community has needed badly for a long time. The growth of Canyon County's economy is utterly dependent on updating the highway to at least three lanes all the way from Caldwell to Boise. It's time we continued to move forward with this goal, and widen the interstate between Karcher and Franklin.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Derek Skinner 83686
Yes	Canyon County needs major road improvements. Widening the interstate is only the beginning. One can easily tell when traveling through different counties by the shape of the roads. Canyon County has the worst roads of them all. The interstate bottle necks bad because of only two lanes. Idaho wants growth, the roads need to accommodate that growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please widen this stretch of the interstate. In the four years I have lived in this area, we have seen tremendous growth. It shows no sign of stopping. Commutes have lengthened, and even during the "slow" midday hours, there is increased traffic congestion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	YES! Traffic is increasing, whether we like it or not. I84 is a major route between Salt Lake City and Portland/Seattle. When a minor traffic incident can stop traffic for a time, that is not only inconvenient, it is potentially catastrophic in a local or regional emergency. I think it should be widened to four lanes each direction to match the width east of Nampa to Boise. Let's do it right, all at once. Constant construction frustrates people.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	As a resident of Nampa I see this as a great need in our area. The current flow of this section of I-84 is unsafe, in my opinion. This should have been addressed years ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Vickie Herr 83651

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Absolutely needs to be widened and the Northside eastbound on ramp needs to be lengthened - that on ramp is too short and uphill so many semi trucks and older cars cannot get up to speed in time to merge with traffic. I personally have witnessed many near miss accidents on the on ramp as well as seen numerous accidents there. I do not understand, however, why you cannot combine this project with the rehab project and save a few million \$. It makes no sense to temporarily fix it only to tear it up and do it again	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked why the widening and resurfacing are not being conducted at the same time. The pavement is in such poor condition that resurfacing must be completed this year. It simply cannot wait. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin.	LeAnn Bolster 83651
Yes	It should be widened all the way to Caldwell. You will see the same amount of wrecks and delays as we currently have at the Franklin exit but now they will be at the Northside and Karcher exits. The project should have better planning than the Meridian to Nampa project since they had to do that one 3 times. Thanks, Mark	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mark Barnett 83687
Yes	The on ramp to get onto 1-84 from Karcher rd interchange is rather short. Often times it's pretty scary trying to merge into traffic because it's usually always congested no matter what time it is. Plus with all the businesses in the area, I-84 ideally should be widened to accommodate the extra traffic load.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	It's an excellent idea as it will avoid the bottleneck as we drive into Nampa from the East. It will certainly improve Westbound traffic flow.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mike Crane 83686
Yes	I feel that the project should be extended from western Caldwell to Franklin. That would complete Interstate 84 through the valley. Most of the road work and widening has occurred in Ada County leaving Canyon County to deal with uneven and ruff patches.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	With how large our community has to grown and the amount of commuters it is essential to widen the freeway. Two lanes just is not enough to handle the traffic. I believe many of the accidents we see around the Franklin and Northside exits are due to narrowing of the roads and the lack of proper length of on/off ramps.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	I am amazed that you really need to ask this question! All the backup during peak commute hours and all the accidents that occur. Really!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Stephen Kopp 83686
Yes	Traffic continues to grow each year in this section of I-84 and it has become very dangerous to travel on it. Truckers who are traveling on I-84 to continue on have a difficult time navigating this section because of all the local drivers to intend to exit 32A or 32B. And the road desperately needs to be resurfaced so I would like to see all of it done concurrently saving taxpayers money. Although I live in Boise, I travel to southern Caldwell frequently for business reasons. Thank you for allowing me to give you this input.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	The sudden lane reduction from 4 to 2 at Franklin not only bottlenecks traffic, but is unsafe as traffic quickly goes from 70mph to 10mph to accommodate the necessary merging. This is the worst part of the traffic in the Treasure Valley outside of Eagle Road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Joseph Turmes 83687
Yes	This isn't a question! It has to be widened. Congestion is horrible right now, imagine what it will be like in 5-10 years from now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	1. ITD continually notes that they don't have enough money to maintain the roads they have. Adding all this additional infrastructure and lane miles only creates another maintenance deficit in 20 years for which they have no resources to address. 2. This road will be heavily subsidized by non-drivers since 1 of every 3 federal funds for transportation has to be subsidized by non-gas tax revenues. 3. Add comments 1 and 2 together and it shows this is a fiscally unsustainable project. 4. The economic arguments are thin. Congestion does not negatively impact a region's economy. This was confirmed in this study: -Sweet, Matthias. "Traffic Congestion's Economic Impacts: Evidence from U.S. Metropolitan Regions." Urban Studies, Vol. 1, No. 23 (2013). It is a longitudinal study of congestion and economic growth for 88 U.S. metropolitan areas. The author concludes that "economies do not stagnate as a consequence of traffic" and that the best predictors of economic growth have more to do with a dense urban core and regional economic demand than the quantity of transportation infrastructure.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Should be widened to 5 Lanes in each Direction	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kevin Hughes 83687
Yes	The bottleneck that occurs in this area has appeared to cause an increase in accidents and traffic congestion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	As we all know the Valley continues to grow and cars are the main transportation means. Commerce also is growing which means more long hauling. Please make this a priority in funding and timing. Thank You, Darl Bruner	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Darl Bruner 83686
Yes	DUH !!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	It needs to be widened all the way to Caldwell, but Franklin to Karcher is a start and definitely much needed! Please widen I-84!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	It is so dangerous to get on two lane freeway with all the congestion. The north side on ramp is terrible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Denny 83686
Yes	I have a reverse commute (live in Boise and commute to Caldwell), and there is definitely a need to widen I-84 west of the Franklin interchange. The traffic situation is likely to get worse and worse, and it's best to fix it now before it's even more of a problem.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Tyler Ashton 83644
Yes	84 needs expansion to accommodate current needs. Traffic is only going to get worse, and earlier expansion would benefit all 84 commuters	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
No	I would prefer to see this money spent in ways that will reduce the traffic load on the interstate. Fund public transportation. Encourage carpooling and alternative transportation methods. Reduce delays due to wrecks by increasing police presence and enforcing traffic safety laws.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Dylan Stark 83686
Yes	This is a heavily traveled piece of highway that is in serious need of widening and improvement as we are growing by leaps and bounds!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	While there will soon be a need to go beyond Karcher, both the traffic flow and logic dictate that extending the three lane section of I84 from Franklin to Karcher. Taking the three lane to where ID55 separates from the interstate is much more logical than ending it at Franklin. In addition, the traffic flow through Nampa is making I84 hard to use, at times, in that area. I strongly support adding the third lane.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83644
Yes	My only concern is that the scope is short sighted. Growth is going to continue in Nampa and Caldwell. The widening and improvements need to occur from Franklin Blvd in Nampa to the Franklin exit in Caldwell. One of the areas that needs to be addressed is making the Midland I-84 overpass two lanes in both directions. I am still baffled by the decision to make it go from two lanes to one lane on South bound Midland Blvd on the Interstate overpass. This creates so much unnecessary congestion and delay. This MUST be addressed as part of this work.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Reid Stephan 83687
Yes	All overpasses need to have on & off ramps. No exceptions.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Richard Cordero 83716
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Becky Swain 8364
Yes	During the evening rush hour traffic gets heavily congested in that ball park. With the increased numbers of commuters may as well address the situation vs waiting for matters to get worse.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jeff Garner, Planning and Zoning Commissioner, City of Middleton 83644-3010
Yes	Please do. It would make commuting between Ada and Canyon much more feasible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Unsure	While 84 is certainly close to capacity at rush hour, I am concerned about the cost to taxpayers. After the last resurfacing project several years ago in Nampa, the grooves cause a lot of pull on vehicles. The effect to drivers didn't seem well researched, as driving that stretch of freeway is difficult - especially to my newly licensed teens. 84 needs to be addressed at some point for sure, but I am hoping that the new road will be safer - both in reduction to current grooving patterns, as well as pothole issues that were rampant this year. If we are going to spend the money and time investment, I hope we will see better quality this time. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Peak-hour traffic congestion on I-84, measured by peak-hour speeds, is getting worse every day (when new residents move into the valley). The interstate should be widened between Midland Boulevard and Franklin Boulevard in Caldwell. If there is not enough money to do it all now, then do what can be done. Also, public transportation routes to primary destinations like the airport, mall, hospitals, capital, courthouses, etc. should be built with regular service so people will start using it. Travel patterns take years to change, and we must start now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
Yes	It's well past overdue to widen that section of I-84. Nampa and Caldwell have grown well past the point to justify the need for more than two lanes in a direction. I personally believe four lanes is needed, but I guess any degree of widening would significantly decrease the almost constant congestion. Furthermore, there is plenty of alternative routes that can be taken while construction is underway if someone didn't want to deal with the interstate construction.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Amber Stanley 83704

Yes/No/ Unsure (Comment form only)	<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code and Name/affiliation (if included)</p>
No	Absolutely not. Our state, along with many other states in the country, is chronically underfunding our existing infrastructure maintenance. Private automobile travel is a heavily taxpayer-subsidized welfare largesse of the highest magnitude, yet we are nowhere near adequate funding for maintenance of existing infrastructure. It is of my opinion as a taxpayer and road user, four-car owner, property owner, and pedestrian and bike user that we should fund existing infrastructure first, before adding anything new or taking out any more bonds, or subsidizing the "drive till you qualify" lifestyle.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Zachary Hanna, Sunset Neighborhood Association 83703
Yes	Although I don't commute in this area, when I do drive through Coming from the East, it seems like the roadway suddenly ages 25 years.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
No	1. This project needs to be funded fully for the ENTIRE section of I-84 from Franklin Rd (Caldwell) to Franklin Blvd (Nampa). It makes no sense to only improve the proposed short section when the entire section desperately needs widened/improved. 2. The ENTIRE section needs widened to 4 lanes, not just 3.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	The money should go to repairing the road and staying on top of it traffic is always tied up at the on/off ramps because they too are built strange. repair the roads first widen it and no updates on ramps or more interchanges will just cause more problems as I see it	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	It is so dangerous coming west on I-84 about 4:00 in the afternoon and go from 65 to 25 in a matter of seconds because of the merge from 3 lanes to 2 at franklin road in nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Dave Burley 83686
Yes	First of all, four years starting over a year from today to complete a three mile section? You better reevaluate your plan because there is no way to complete the projects listed in the TIP by 2040 even if the funding was available with timetables like this one. I drive through this section of I-84 every weekday and it is the most frustrating part of my drive. The reduction from three lanes down to two at Franklin Boulevard is to say the least, stupid. The left lane ending and being forced to merge over is even dumber. The left hand lane has become a race track for everyone to see how many cars they can get by before merging over and most don't care if they have to run over someone to do it. If anyone is unsure whether this project needs funded, tell them to drive it for a couple of weeks between two and five pm. Widening this stretch would be a big help but there needs to be adequate on-ramp lanes as well, especially at Northside Boulevard since it is slightly uphill and has a fair amount of truck traffic. I can tell you from experience that one lane uphill on-ramps with truck traffic are a major pain. The Westbound Garrity ramp for example is no fun when you're stuck behind a semi or a cement truck going 20 mph trying to merge into traffic doing 70 mph or more. Unfortunately, widening the section from Karcher to Franklin isn't good enough. This needs to be done all the way to Caldwell but I don't hold out much hope of it being completed after looking at the current list of projects. How much money will be wasted fixing the current situation with the roadway deterioration only to be tore up and replaced, if and when it finally gets done? I would be willing to bet that if this section were closer to Boise it would have already been done and I don't mean because of increased traffic as you approach Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Cody Thomas 83661
Yes	This particular area has a heavy traffic load and I feel is a hazard for vehicles using this part of the freeway. It is essential that the road be widened as the problem will only worsen with time. We drive from Kuna to Nampa on a regular basis but are often hesitant to drive this section of the interstate because of the condition of the roads.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	This will not resolve the underlying traffic issue. The issue is that the growth in residential housing occurred without regard to the primary and secondary feeder roads and has resulted in bottlenecks along those feeder roads. These bottlenecks cause delays and long ques exiting the freeway. Putting more lanes in will only put more vehicle carrying capacity in pace and, ironically make the bottlenecks worse. The actual answer to increasing traffics flow is to create viable alternate routes instead of single large capacity routes that inevitably become ever more congested.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Matt Scuri 83713
Yes	Absolutely, that is a terrible bottleneck.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
No	I think there should be more focus on roads like chinden	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Joshua Drewien 83705
Yes	The widening of this section of the interstate would greatly improve the safety for travelers along this section of the interstate. It would also reduce the travel time for commuters between Nampa and Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	But I-84 in Namoa should be widened to 4 lanes each way. If you dont you will be back at it in 4 years	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	I feel sorry for anyone who lives past Garrity Road in Nampa. That road is obsolete and has been for some time.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Unsure	I agree that the traffic is very heavy through that area. Have any studies been done on alternative options such as improving highways 20 or 16 without intersections?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. The Idaho Transportation Department has completed a corridor study on US 20/26. You can learn more about that study here: http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html	Jeff Hahn 83709
Yes	84 should be widened through Caldwell, to accomadate personal and commercial travelers and avoid localized congestion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	Chinden Blvd/Highway 20 should be widened before the freeway.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Anything that helps to solve the present unsafe situation on I 84, and moves the often gridlocked traffic along would be helpful. The population in this valley is going to grow exponentially over the next decade so unfortunately the widening will be only a band-aid. There needs to be an additional ring road. Lowering the speed limit or at least enforcing it would be helpful too.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	The widening of i-84 should carry on past Nampa as well. Treasure Valley population is growing and TIP needs to push for funding the projects that help keep us safe. I feel safer driving to exit 57 (Gowen) after the freeway expansion on our end of i-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	Use the interstate all the time and traffic can be such a nightmare.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	I think if anyone has traveled on I-84 during rush hour, you would definitely say yes. Many people travel from Canyon county everyday and they know what a pain it can be. That portion of the road is in desperate need of repair. During the construction adding a lane shouldn't impact any different than the repairs anyway. I'm all for it!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	I live in Boise and work in Caldwell. There is no need to widen the road. research after research seems to show that more lanes do not help with traffic (otherwise Los Angeles and Washington DC' s beltway would have a much smoother rush hour). Please consider investing in public transit option instead. Thanks.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Not only should this section be widened, but also from Nampa heading west to Caldwell and Franklin Road. This is another case of Southern Idaho growing faster than planners predicted. A day late and a dollar short!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	With the growth of all surrounding cities, we must look ahead. The commute will only get worse if this project is delayed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	It's about time. Also what about a loop to go from I-84 to the northern part of Meridian and then connect back into I-84 on the east side of Micron?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. To answer your question - COMPASS has conducted studies into the possibility of a southern bypass or a northern foothills loop. Neither was determined to be an economically feasible addition to the transportation system.	83709
Yes	With the widening it will help ease traffic in Boise/Ada.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	I am very concerned about the resulting sprawl. We need a regional public transportation solution, not ever-increasing freeway capacity that promotes wasteful fossil fuel consumption.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83705
Yes	Do not add just one lane in each direction, ADD TWO. By the time a one lane addition is completed another will be necessary. You also need more I-84 bypass surface streets - especially before the work starts on I-84. SR 20-26 should be four lanes from Eagle Rd. to I-84 (plus turning lanes). SR 44 should be four lanes from I-16 west to I-84 (plus turning lanes). Consider adding "off-ramps only" on some of the existing I-84 overpasses, to reduce traffic on I-84 sooner. Consider re-routing I-84 to by-pass Boise completely (from after Mountain Home to just past Nampa) and renaming the existing section I-84 Business. This would help to reduce traffic on I-84 in the most congested areas.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	I believe it should be widened all the way. A long time ago glad to hear it could be done	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	Studies have shown that widening roads encourages driving. We already have too much air pollution, largely due to our total dependence on the automobile for transportation. This money is much better spent offering subsidies for purchasing and driving electric cars or other non-carbon emitting vehicles. Or -here's a thought! Develop a public transportation infrastructure that people will actually use.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Maureen Bolton 83702

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	The Treasure valley population has grown from a combined Ada and Canyon population of 151,000 in the mid 1960s when the Interstate was first put in and two lanes handled all the traffic very well. The valley is growing, new businesses are coming, housing is booming and the traffic runs from the Micron exit in Boise to the Greenleaf exit in Caldwell, all to serve a combined population of 600,000. I ride that route heading east and it just seems to make sense to allow through traffic to move on through and not get caught up in traffic and certainly not get caught in traffic on crummy roads. We need to not only maintain, but to improve this vital roadway.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mike Sciales 83713
Yes	This should have been done a long time ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	And it should be started before 2040. The interstate is jam packed now. Just about anytime of day there is plenty of traffic on I84 from the Nampa side of Meridian to Caldwell. And when it goes from multiple lanes down to 2 it becomes an even bigger mess. I see that it is asking for a zip code. Which is fine. I currently reside in Meridian but I either have to go to Boise or Nampa for many different reasons and I usually always go toward Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	It's a great idea, and long overdue!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Unsure	I WOULD MUCH RATHER SEE THAT \$\$ GO INTO A COMMUTER TRAIN THAT WOULD BETTER BENEFIT THE ENVIRONMENT AND UTILIZE PUBLIC TRANSIT ALREADY EXISTING VIA THE BUSLINES IN DOWNTOWN. IT WOULD LEND TO BETTER AIR QUALITY AND THE OPPORTUNITY FOR PEOPLE TO "DEFRAG" AND RELAX ON THEIR COMMUTE HOME VS. EXPERIENCE ROAD RAGE ON I 84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704-4497
Yes	This is long overdue and desperately needed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Phil Mount, Front Street Brokers 83709
Yes	The road is in bad shape now and needs to be repaved. While it is cheaper to repave and not widen seems like a better long term use of the money to do the repaving when its widens as widening it would require redoing or repaving the road anyways.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I live in Boise and work in Nampa and Caldwell. The growth across the valley from Ontario to Mountain Home is causing headache for our road system and the bottleneck in Nampa is the main area that needs to be widened as soon as possible to ensure that the continuing growth remains a positive and not a negative. We are out growing our road infrastructure and this would be a huge step in the ride direction. As a tax payer I would rather see my taxes used to grow the state in positive ways rather than here from our states representatives that we have another surplus yet our roads and schools are in shambles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	100% without question, I don't commute on this route but when I have to drive it during rush hour traffic I wonder how it's only 2 lanes causing such massive slow downs.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	I do not support widening of I-84 anywhere without a more comprehensive look at transportation in general for the Treasure Valley. Widening roads creates induced demand. While it might temporarily alleviate traffic congestion, ultimately the new, wider road will eventually fill with additional vehicles. I think it's time for our state transportation leaders and elected officials to take a look at alternatives to continuously adding more traffic lanes. We need serious funding for mass transit. We need development policies that don't induce people into single occupancy vehicles. It's time for Idaho and the Treasure Valley to wake up to the fact that there is nothing more subsidized than the single occupancy vehicle, from wider roads to free public parking. This can only lead to more traffic congestion and a degradation of our air quality. More cars does not equal and improvement in quality of life.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	Road widening only brings more cars. By the time construction is complete, housing will have already sprawled to the Oregon Border. It is, at best, a short term solution. The only way that this should be amended is if it includes a regional plan to limit outward, low density, automobile dependent development such as a regional urban growth boundary or a transferable development rights program.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83705
Yes	I am of the opinion that further long range planning should be applied, and add additional planning and funding to provide four (4) lanes each way. By doing so, the provision for additional lanes can actually be ahead of the need! I have watched expansion of I-84 over the past 17 years, and find it laughable that as soon as a widening project is completed, it is already out dated due to lack of planning and funding.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Steven Humphries 83642
Unsure	There are other, more immediate needs on city and county roads in south Boise (Maple Grove, Cole, Lake Hazel).	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	It is most need improvement for rapidly growing traffic. it will help traffic jam and long waiting .	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Like many Boise folks. I have commuted from Boise to Caldwell to work. This work definitely needs to be done to make that commute safer and more efficient.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83713
Yes	I agree the freeway should be increased from two to three lanes. The population in the Treasure Valley continues to grow with more cars on the road. We must start now to improve our roads because of increase traffic that we can expect in next few years with the increase population	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	About time! It is a hazard now!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Of course!!! This is a no brainer! You don't need a survey to know this needs to be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83713
No	Maybe you should finish the projects that you started before starting a new project. We don't need that at all. We could use the money in other projects before we widen the I-84. Waste of money.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Traffic backups even when there are no events at the Idaho Center. We need more lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Luis C 83687
Yes	As the valley grows the infrastructure needs to grow. don't think for a second that people will stop relocating here.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Robin Kramer 83669
Yes	Yes...should have been done long ago, but good to see action taking place to address it. The only concern I have is the time table being proposed, which seems to be too long.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Not only is this stretch of road congested it is also very rough from all the years of repairs. The money to widen this stretch of road would be money well spent.!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
No	I think there should be mass transit system (rail) from Caldwell to Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	A more long-term solution is to start funding some mass transit. More lanes will fill up with more cars and the traffic problem won't go away	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Logical next extension of the three lane I84 corridor. Hopefully, the next stage would be from Karcher to Franklin (Caldwell)?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. The expansion of I-84 from Karcher Road in Nampa to Franklin Road in Caldwell is being considered for funding by the Idaho Transportation Board, along with several other worthwhile projects with the remaining GARVEE authorization. However, there are not sufficient funds to meet all needs.	83702
Yes	Please improve our interstate highway to match the rapid growth of the region. The area in question bottlenecks to an almost stand still everyday during rush hour. One accident closes access to many people and deviates traffic to residential areas causing more problems for local residents, schools and hospitals in the area. We must match the rapid growth to allow more business access to the canyon county region between Nampa, Caldwell and beyond. I am a resident of Nampa and drive on the I-84 to commute to work every day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Everywhere you look, new ground is being broken to make way for more residential homes....a lot more homes. Yet, our leadership has continued for years to promote tax cuts. Wise, fiscal planning must be accompanied by a realistic tax strategy. One should not have to resort to bonds, begging and periodic initiatives in order to logically expand infrastructure to meet the needs of an expanding populace. This is the price we all bear for modernization and the ability to commute (and make due) with dwindling resources in an increasingly demanding society. Let's stop burying our heads in the sands of ignorance. Let's plan and execute expansion that is realistic and achievable. I'm in favor of said expansion as it relates to this I-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	The present traffic load, especially at peak times creates a substantial bottle neck. The sooner we do this project the less expensive it will be. This project should have been considered sometime back, so here we are. Let's not pass this up and have these same comments in five to ten years. Get Her Done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Terry Reinke 83646
Yes	Absolutely! ITD should not take their time with these improvements. ITD needs to have contractors work around the clock once the construction contract is awarded. Get this done as fast as possible.		Marc Münch 83702
Yes	I did that commute for a year while waiting for a house in Boise to be built. The increase is long overdue and although many people oppose it, the road and volume of traffic DEMAND it be enlarged. The safety concerns can only militate in favor of increasing the number of lanes. As it exists that a stretch of road with a proven track record of disasters. Any modern City and surrounding suburbs should have a much more seamless access to and from. Please don't be swayed by well meaning but wrong opponents. This is a project that NEEDS to be done and is long overdue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Gery Edson 83716
Yes	There is way more traffic on that road than what it was designed for.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Widening is never a bad idea--especially with the growths we are seeing in this area. Let's do it!!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Area is just going to continue to grow. Infrastructure needs to keep up.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	NEEDS to be Done	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	It should have been done 25 years ago. The road net in the Treasure Valley is hopelessly inadequate to our growing population. Also, more bridges across the Boise River would be a great idea as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	Thru Karcher	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	I'd like to see more transportation dollars going towards alternative transportation systems. We can't just continually keep paving and widening our way out of traffic congestion issues. It's not sustainable if we want to keep the quality of life we all enjoy in the Treasure Valley. Better use of the funds would be to establish better bus and/or rail links between Caldwell, Nampa and Boise. Incentivize ride sharing and carpooling. Require new developments in Caldwell and Nampa to either provide more services within close proximity or don't approve them. And how about creating/ designating a safe bike route into Meridian & Boise all the way from Caldwell? There are some robust cyclists out there that would bike in from Caldwell to Nampa, Meridian and ever Boise if there was a safe, designated way to do it.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I think it should be widen all the way to Caldwell as that is where the bottle neck is for all.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	It's a very dangerous road, and needs to be fixed immediately. So yes!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	Badly needed expansion and repairs	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	I would prefer the money to go to better walking/biking routes. There are few if any protected bike lanes in Boise and improvements should be made for better pedestrian and bicycle routes before more money is spent on automobile routes. Thanks.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	This should have happened at least 10 years ago and the entire Treasure Valley knows it. I don't feel 3 lanes each way will be enough flow through for the AM/PM rush hour traffic. If you cannot make it 4 lanes each way, is there a way to engineer a reverse able center lane (like MANY cities use) to accommodate the heavy traffic during those day parts? Thank you John Gregory	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. To answer your question - The traffic analysis shows that three lanes in each direction is all that is warranted in the design year of 2040; however, there will be auxiliary lanes (a 4 th lane in each direction) to help with weaving/merging between the Northside Boulevard and Franklin Boulevard interchanges.	John Gregory, Signs Etc Inc 83709

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	My wife and I fully support the widening project of I-84. The traffic load on the two in lanes each direction is unbearable and dangerous. We avoid that section of highway whenever possible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Bob Jennings 83669
Yes	The bottle neck that occurs between these exits is so dangerous and causes unnecessarily delays due to people trying to pass cars before the right lane ends. Please widen!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	Widen I-84 from Nampa to Caldwell	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	I believe the widening is necessary to enhance safety, maintain traffic flow, and reduce congestion in a corridor that already has heavy commuting and will continue to see traffic growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	STOP WIDENING 84!!! How about we fix or widen the side streets instead??? LIKE Linder or Cloverdale or Victory??? Why the hell is Victory single lane in some spots??? Maple Grove needs it BAD...what we really need is a back way to get to Micron or the Airport, such as Lake Hazel or Amity going all the way through to Orchard. This town really needs a frontage road as well. That would save on the 84 traffic. Also...just make Eagle a dam freeway...Comon get with the program here... And while we are at it...why are the stoplights in Boise soooooo loooooong??? 2.5 minutes green to green on Victory and Cole is UNACCEPTABLE!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Yes! I lived in the area of Franklin and Canada roads for thirty years commuting to Boise. The area is growing rapidly. I believe I80 should be widened all the way to Ontario, that stretch of the interstate is in incredibly poor condition and the volume of travel is high, it is like an old cattle trail. Please do the improvements correctly the first time, it would be cost effective, think of future use. I watched and drove Interstate 80 between Boise and Meridian during it's constant construction and destruction and reconstruction for twenty years, I hope lessons were learned. Three years ago we retired and moved to Boise, but still shop (Costco and other stores), visit Doctors and even hair stylist in Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	The current configuration, a reduction to two lanes at the busy Franklin Road interchange, is simply dangerous. In fact, I-84 should really be widened all the way to the westernmost interchange in Caldwell. Just beyond that interchange is where the speed limit increases and trucks and cars begin to separate. Between that last western interchange and East Boise, the constant, dense mixture of trucks and cars requires a third, largely truck-free lane to allow the traffic to stretch out to safe following distances.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	Though I live in Ada County, I travel between Nampa and Western Canyon County frequently for my job. The bottleneck that occurs where I-84 narrows to only two lanes is not only cumbersome, but dangerous at times. I dread getting on the Interstate anywhere west of Garrity in Nampa or Caldwell due to the two-lane traffic and lack of room for other drivers to merge over and make room. Please include this project to widen I-84!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	There is such a gridlock every day M-F from 4 -6:30 or so, yes it would help to decrease the gridlock. Driver's are getting off the interstate and congesting Franklin, Cherry Lane, & Meridian Road and they are gridlock too.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	This corridor between Boise, Nampo and Caldwell is projected to grow substantially by even 2030. This short interstate section outside Nampo is way too small and in terrible shape. Since it needs new surfacing anyway and is already not wide enough, it only makes sense to fix it right and make it wider too now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	This is the problem area, however, I suggest that it be taken in consideration to widen the distance. The Garrity Exit has been a back log for years. I suggest that the project cover more area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	I have lived in this valley for 25 years and we continue to widen the freeway, which only promotes driving. It's time to be smart and think long term. If we widen the freeway, we will need to widen it again in twenty years. We've all seen it happen many times. Let's be smart and use this money to finally put in what will help congestion - a light rail system. Let's encourage people to get out of their cars and use public transportation.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Cynthia Gibson, Idaho Walk Bike Alliance 83702
Yes	It is extremely dangerous to merge onto the freeway in this segment. This needs to be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	There is no way you can't add this. The traffic and condition of the highway is horrible and embarrassing. This needs to happen sooner than later.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jeff Thompson 83646
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Tracy Hopkins 83642
No	Let's stop borrowing money and actually start paying for things with cash. You may think this is unrealistic but with good planning and budgeting it can be achieved. The borrower is slave to the lender.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I am less interested in traveling from Payette to Nampa, Meridian and Boise because of the current state of the road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83661
Yes	We just moved to Star, but before that owned our home in Caldwell for 15 years. We have experienced the frustration dealing with the freeway shrinking down to two lanes in the middle of one of the most populated areas in the state for years. Traffic jams and accidents are a daily occurrence. The Treasure Valley has a long list of needs when it comes to our roads, but without a doubt this is number one. I only wish it was for the entire length to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jamie Warwick 83669
Yes	Stay ahead of the curve. Already congested in this area during peak periods. Widen to the inside.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Finally!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	The communities need to come into the 21st century and focus on rapid transportation including better bus routes and rail. This community needs public transportation to eliminate the dependence on cars. Look around when you are stopped in traffic, virtually every vehicle has one person in it. Motion 2040 should focus on public transportation to eliminate the need for more and more vehicles into the city core, with limited parking spaces and to address traffic problems and reduce energy consumption	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	We need a North -South freeway!!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
No	We need more public transportation between Nampa and Boise. Until we stop building more roads, we will just have more traffic and congestion. People want to live where it is cheaper in Nampa and Caldwell, so why not give them public transportation like in Portland and other cities. For \$150 million, try other options.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Glida Bothwell 83616-1800
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Nikole Zogg, Southwest District Health 83676

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Unsure	I agree that this is a needed project and that there is a safety issue and that it will benefit economic development. However, I am very concerned about continuing to borrow from future Federal Highway Aid funds to pay for current needs. We have 8 Garvee Bonds issued from May 2006 through July 2015 for a total of \$966.94 million that mature from 2024 to 2031. This new bond will take us over \$1 Billion, which is a lot of money for Idaho. If we keep taking money from the future for new projects, the highway funding will never be self-sustaining for current road and bridge maintenance because we keep taking more and more from the future for current needs.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Michael Armstrong, Micro 100 Tool Corporation 83713
Yes	Yes, absolutely. My family and I use this stretch of road frequently, and the congestion can be severe as well as there are several areas that could be improved with the expansion to help improve safety. From more of a macro view, our hard (e.g., transportation) and soft (e.g., education) infrastructure drives Idaho's economic competitiveness and it's important that we invest in our infrastructure to continue to support our aspirations. Note: I do work for ITD, but I am commenting from a personal / road-user vantage point.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	John Paul Bilderback, 83709
No	I know the road in this area is in need of resurfacing and improvements, and this seems like a good investment. However, I am opposed to continuing to widen the interstate and adding interchanges in order to accommodate further increases in personal vehicle traffic while no realistic plans are being made to fund the operation and capital investment of a regional light rail, train or other public transit option. The impacts of increased commuter traffic volumes on air quality, safety and infrastructure costs is of great concern to me, as is the lack of affordable regional transportation for all Idahoans - not just the ones who are able to afford/are able to drive personal vehicles. I would like to see realistic options for regional public transportation pursued before further investment in road widening is made.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ellen Nelson 83702
No	No, its been proven time and time again that widening roads INCREASES congestion! Do not widen I-84! A much better solution is investment in a multi-modal transportation system. A commuter rail that links Caldwell, Nampa, Boise will increase tax revenues for every jurisdiction it serves. It will boost the economy and lower housing and transportation costs for individuals and families. It will provide an additional means of getting around for those who are unable to drive, (which is 2/3 of our population - the young, old, disabled, and non-licensed individuals.) Its better for our air quality as well as our health and well being.) Please invest in alternative modes of transportation. People of the Treasure Valley deserve choices. We don't want any more bloated expensive infrastructure to serve low density place less suburban sprawl.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	Put the resources into expediting the widening of Chinden. Chinden should have been done 10 years ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Now or later after another 250000 people are on the west end of the valley? I think it is a simple answer. The expansion will benefit everyone in the valley with commerce, employment, etc. Waiting will only make things worse. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Brandon 83607
Yes	traffic has really got bad on the freeway and should be widened to the Costco marsing exit	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Area grows the need for greater infrastructure grows apace build now and quickly in preparation for known future growth	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
--	<p>While I support a three lane configuration on I84 from Franklin in Nampa to Franklin in Caldwell it is not a long term fix for congestion. This should be the last of big sums of money going to the I84 corridor. The best next corridor to tackle is not the next highest rated roadway corridors in the CIM plan but the Boise Cutoff rail corridor. There are few metro areas blessed with an operational rail corridor that parallels the path of most commuter trips. The Boise valley has such a corridor and we should take advantage of it. Using it for commuter rail would significantly lower the costs incurred in other regions for commuter rail as a dedicated right of way commute corridor in the valley. While the costs may seem daunting, when compared to what the region and state has spent on the I84 corridor they become relative pretty quickly. Putting this in service as a commuter rail line could alleviate some of the needs proposed in CIM as more widening projects on parallel highways and arterials. Much research shows those widenings don't really work in the long term anyway. The money in the highway projects should be considered as potential funding. It appears that about \$100-150 million may be enough to purchase rights to use the Boise Cutoff corridor for passenger rail, this would also likely allow use for rail with trail. I've seen estimates of up to \$50 million in needs for upgraded track, upgraded crossings, and (potentially) positive train control, the track only estimate in the Crapo-Wyden Amtrak Pioneer corridor study was at \$13.5 million, but much of that included the track east and south of Micron which may not be needed for commute trips. other costs would be stations and station areas, those will need individual estimates. The rolling stock costs are dependent on many factors but the most common estimates are \$12 million per train (locomotive and passenger cars) With Motive Power located here its possible the region could join a contract from another region and lower those costs. It is harder to find easy to access data on the potential operating costs of such a line, but it appears to be in the \$10 million per year range. Of course we don't have that money today, but a project such as this may be what is needed to spur the changes necessary to go after that kind of operating funding. Continuing to invest in roadways only will create a future of driving as the only alternative.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>
Yes	<p>This area of I84 is critical for commerce and needs to be widened to be safe and support interstate commerce as well as local economic development. The hours that local residents spend stuck in traffic due to the narrow road is costing everyone - time and money.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	<p>83642</p>
No	<p>Not at this time. I'm not outright opposed to continuing to expand I84 between Nampa and Caldwell. However until we prioritize true transit from Caldwell to Boise we'll never really know what is truly needed. Until communities fully implement the land use vision of CIM we should stop providing infrastructure that encourages sprawl. Simply expanding the freeway causes sprawl which creates further demand and thus we simply continue a cycle that we know is not financially sustainable which makes this decision a financially irresponsible one. A much more responsible use of the Garvee funds the State has committed to this corridor would be commuter rail between Caldwell and Boise. What the legislature should do is allow local option funding so we can actually pay for real transit in Ada and Canyon Counties.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>
Yes	<p>I-84 is the life line of transportation in the Treasure Valley as well as being a major facility for the region. I believe it is crucial to keep our infrastructure updated to accommodate the continued growth that Idaho is experiencing.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	<p>83646</p>
Unsure	<p>I am sure that the widening would require the replacement of several grade separations over I-84 that probably need to be replaced anyway. As I recall they have low speed vertical curvature limiting their future geometric traffic operations which is a developing problem as the development increases the traffic along this corridor. A good economic analysis should be provided to weigh the costs versus transportation operational improvements and future needs.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Theresa Hardin, Caldwell Chamber of Commerce 83605
No	Increasing the width of highways does not necessarily improve conditions and has been shown to increase the volume of traffic on the roadways (induced demand). Could the money be spent on mass transit options?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. In response to your question – The money cannot be used for mass transit options. When the Idaho Legislature first authorized GARVEE bonding (the financing mechanism used to pay for this project) in 2005, the legislation stipulated that the funds could be used only for “eligible highway projects” that were listed in the legislation.	83706
Yes	Thinking of the Valley as a whole, I-84 seems like the central artery of our transportation system. If it is in bad health, the rest of the system will suffer. Investing to address the narrowing of this key roadway will relive the growing pressure on the other streets in the system and improve our transportation network overall.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83641
Yes	Without question the section of I-84 between Karcher Rd and Franklin Rd should be widened. It currently appears to over capacity for several hours around both the am and pm peak hours, and causes daily backups for miles. There is also a high incidence of accidents at or near this segment of I-84, often one or more per day. The high volume of traffic using the Midland, Northside, and Franklin interchanges within this segment have affected the safety and function of this portion of the I-84 corridor, and a project to improve capacity and safety would be a great benefit to the region.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83676
Yes	I use it everyday and it is in terrible condition and continues to fail and damage vehicles. There is no point in putting a band aid on it. It should have been widened when the Ada County portion was widened.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	Yes, a widening project is greatly needed in the Nampa area. Would also like to see some traffic cameras installed on I-84 thru Nampa and Caldwell like they have in Ada county. They are a huge benefit to commuters.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. End of May 5 download	83686
Yes	Definitely yes!! The lane reduction at the Franklin interchange is a traffic hazard that needs immediate attention. This will not correct the whole problem as the interstate needs to be widened to the Franklin interchange in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	This one is a no brainer. The highways of Canyon County need to be brought into The 21st Century. Variable speed limits And electronic lane closure signs would Help with traffic control. Take a look at The Smart Motorway Project in the UK. Lastly the sign on the west bound lane Telling of a lane closure in 1500 feet Needs to be moved a mile east of the franklin exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	There is an incredible bottleneck that occurs during high traffic volume. This will only increase as the area continues to develop. Further, it would be prudent to continue the expansion toward Caldwell, at least to the first Caldwell exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	This widening g is long past due.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

Yes/No/ Unsure (Comment form only)	<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code and Name/affiliation (if included)</p>
Yes	It is crucial that this highway be improved and widened immediately. Canyon County is the fastest growing area in the state.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83676
Yes	There is a substantial traffic slowdown in this reach of I-84. In addition, the quality of the existing road surface severely deteriorated during the last winter, creating a safety hazard with the patched-up roadway. This portion clearly needs to be resurfaced soon, and expanding this area to 3 lanes at the same time will reduce the overall impact to commute/transit times.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	I do a lot of work in Caldwell and that stretch of freeway is absolutely horrendous. I do all I can to avoid it but Chinden is the only workable bypass but that stretch of highway is its own form of hell. For that reason, I am very happy to see this project is in the works. The only question I would have is, will there be illumination? The only continuously lit sections of I-84 are in Boise and I think the traffic volumes on the stretch of I-84 receiving improvement (and honestly all urban sections of I-84) necessitate better illumination than what is currently present.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. Illumination will be considered and analyzed during the design phase of the project. That process has not yet started, but will begin soon.	83646
---	<p>Really, 150 million to reconstruct and improve the existing 4 lanes and add 2 lanes to a 3 mile section of the interstate from Franklin Blvd. to Karcher Rd. Exit 33. There is no expense to purchase right of way as it already belongs to the Idaho Transportation Department. It would be great if there was some decent forethought put into this project along with other projects, not to mention good stewardship of the money it takes to build them. I must ask why 11 million was thrown at Northside Blvd. in recent years for a band aide fix using precast concrete decks for I-84 and the RR structures that did not address the problem with the lane reductions in this location. Two new structures should have been built in the median between the existing structures in anticipation of widening the interstate at the time. Again, NO FORETHOUGHT; am I the only person in the valley that can see the growth and realizes that I-84 is the only interstate corridor to the northwest, making it the main route for moving freight. Come on folks, if you got it, a truck brought it! Instead of another MAJOR inconvenience for the taxpayers in the west end of the Treasure Valley that have to commute to Boise, (with no good alternative route; again NO forethought on part of the planning committee) I strongly suggest the median area be used to build the two new lanes and the structures needed to traverse the features below instead of reducing the existing 2 lanes to 1 lane making commuting near impossible. Let's also address the lack of routine maintenance on the section of interstate between Franklin Blvd., Nampa to Franklin Rd., Caldwell. There is a contract recently awarded to Idaho Materials and Construction to perform a mill and inlay with a thin overlay to this section of the interstate for 9 million dollars. If no improvements are made to the base prior to the overlay the roadway will have soft spots and crack all over again, eventually blowing out again resulting in more potholes and the cracks on the shoulders will migrate back out into the main travel lanes. This section of roadway is in the condition it is in due to the past projects that performed mill and inlay work and nothing was addressed in the base. In addition the routine maintenance of crack sealing was not performed last season prior to the winter weather which played a big part in the pothole fiasco. In fact, the newly overlaid sections in Caldwell should be crack sealed this season or they will be blowing apart like the rest of the interstate. Instead of wasting money on another mill and inlay, why not do a slurry seal that would seal up the cracks and at a much cheaper price tag until widening can be done. By being "good stewards" of our money and making better decisions with the 9 million dollars, perhaps the I-84 corridor could be widened to Franklin Rd. in Caldwell and move the bottleneck further west than just Karcher Rd. exit in Nampa and not wait 4 years to do it. Yes I-84 needs to be widened, but done in a wise manner, with good money management skills, getting the "best bang for my taxing paying buck. Not foolishly coming back and throwing yet more money at a "band-aid" a few years later. PROGRESS PEOPLE PROGRESS!!!!</p>	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	I have lived in the Treasure Valley for 25 years and the one thing I have seen repeatedly is the short-sightedness portrayed by city and county leaders and planners in preparing for the future. Time and time again changes and improvements are made in the form of less expensive quick fixes that end up costing more money to the taxpayers, than doing it right the first time. You have heard the term Pennywise and Poundfoolish?, well I'm afraid that philosophy applies to the Treasure Valley all too often. In an effort to please too many people, no one has the courage to stand up and say "we need to bite the bullet and do the job right in the first place" rather than quick fixes and even more quick repairs. I could site several different projects that have cost the taxpayers millions of dollars only to be inefficient and costly a year or two later. Take a look at Eagle Road. It is a nightmare and it did not need to be that way. Look back at the Curtis "improvement" as well. These projects are not thoughtfully planned and executed for our future. Bottom line is Nampa doesn't need three lanes of freeway, it needs at least FOUR. Try to look past saving a few dollars into the future of your children's quality of life and do the right thing the first time around for once.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	A serious bottleneck exists in this location.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	Honestly it should have been widened from just past the Garrity exit to just past Caldwell. It is ridiculous this wasn't done 5 or 10 years ago to stay ahead of the increase in population. Widen it all the way to the Wilder exit. Or farther. We are only growing. We aren't a dead town.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shane Dwyer, Dwyer Designs 83687
No	Adding lanes to relieve traffic congestion is a myth that just won't die. I grew up in Los Angeles in the 1950s. Each time lanes were added, the promise was less congestion. Now, one often can walk faster in Los Angeles. The only successful, long-term solution is to reduce the number of lanes we have. People will either bike to work or hop on a bus, thus reducing congestion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Widen that section, then build alternative routes and other options for commuting.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Scott Jenkins 83686
Yes	The entire section of road from Garrity through Caldwell needs to be widened. Re-paving it is a ridiculous waste of time and tax payer dollars.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	This is a must!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Should no longer applies. The people are coming to the Treasure Valley whether we like it or not, and the big question is, will we look back and smile because we acted at the right time, or grimace because we did nothing. When I moved here in 2012 I was a transplant from Seattle area, brought here by my company, the Idaho press ran a story about the population of Boise being over 1 million by 2040.(1a) and the latest estimates project that number to be even higher. As a resident of Seattle, I watched first hand as traffic slowly declined as more and more people moved in to the region, and the local municipals did nothing but small patches to cover the traffic patterns through the next election cycle. We need to learn from the lessons of Washingtons poor planning and make sure the widening is going far enough, possibly even including light rail transport from Canyon to ADA county. I would go as far to say the Emergency funds being designated to repave the existing highway should be redirected to the widening, since it makes no sense fixing holes on a road that will be torn up and rebuilt anyway. I love Idaho and our ability to use common sense to do what is best for our region. The highway is our connection to the supply routes of America. Without a properly functioning highway system we will hurt our own ability to move goods into the region. Trucking companies will raise rates as delays cause the trucks sit in traffic longer. Costs of goods will rise as merchants pass along the freight charges to the consumer. Consumers end up paying more in rising costs than they would have in taxes to update the freeway, and plus they are also stuck in traffic. 1a: http://www.idahopress.com/news/local/valley-population-in-million/article_96546df4-bdb7-11e1-b5a8-001a4bcf887a.html	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jeffrey Lageson 83687
Unsure	Like to see the monies divided. The construction on Interstate 84 definitely needs to be done. But would also, like to see it go to alternative transportation such as high speed rail and a trail next to the active rail line.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kathleen A Cookman 83651
Yes	Absolutely! It is long overdue!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	What I'd really like to see is a more sustainable option like a high speed rail and a trail for biking next to the active rail line. This would prevent us from having to always widen the road and give us residents more options for getting back and forth between Nampa and Boise, rather than always having to drive. There are also lots of students at Boise State, NNU, CWI, etc that could benefit from this, as they may be international students and not have a car or not own a car yet, or not have \$ to repair their car. I want to see sustainable options! I do not want to live in Southern California and live along the I-5! Let's not building more interstate, PLEASE!!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	As an advocate for bicycling, walking, and public transportation I cringe to see any widening of a road. However, there is no question that this section needs to be addressed to accommodate the population increase that has occurred in Canyon County. In my opinion, the best use of funds would be to take steps towards creating a high speed rail system for commuters in the Treasure Valley and an off-road trail next to the active rail line. This would not only reduce the need for additional widening of I-84 in the future, but also make livability in this community much more attractive to new business and thus spur economic growth. It would demonstrate that this community is forward thinking and conducting transportation planning from a sustainability point of view.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	LaRita Schandorff, Bike Walk Nampa 83686
Yes	Strongly agree. Has been need 4-5 years ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	It doesn't work! Invest in mass transit please!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	During business hours it gets really buisey almost like a parking lot or California freeway around 5.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	But funding should include alternatives to driving the freeway, we can't keep widening the road forever. We need a good bicycle path between Nampa and Caldwell for one thing, get people out there on bikes by making it easier to go between the cities. Our Nampa/Caldwell bike route committee has identified routes and even had ITD put a few miles of bike lane on Caldwell Blvd but it doesn't go the whole distance and some folks don't feel safe there. We just need some \$ to build a better route. It's time we invest more in alternatives to using a two-ton steel vehicle to carry one person a few of miles. Thanks!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Bruce Wiley, Nampa Bike and Pedestrian Advisory 83687
Yes	This section of I84 seems to be a bottleneck every day. It's a bottleneck in the morning in the eastbound lanes and it's congested in the afternoon for westbound traffic. Almost every day I see a crash on the westbound side. I've seen several bad crashes in the mornings too on the eastbound side. The road surface is in very bad condition which doesn't help the drivers who are trying to commute every day. I'm sure my vehicle is sustaining damage for the repeated abuse.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Yes, because until the lane number match with what is to the east, there will always be a bottleneck at that location. It should really be widened out west to highway 44 to "finish the loop"	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	So past due!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	It should be expanded from Franklin Road in Nampa to the first exit in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
No	Why? For what purpose? And if it's to "relieve congestion" can you please share with me the data you have that says widening roads relieves congestion? Because everything I have read says the opposite, that widening roads just induces more demand such that they become congested in short order. Before we spend millions and millions and millions on more road widening that results in no improvement, how about solutions that actually do help with congestion? A comprehensive public transit plan throughout the Treasure Valley would be a good start, and would actually help get cars off the road and move people.	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	Two comments: There should be a rail system for public transportation built along with widening the interstate. And, walls should be built on both sides of the interstate highway to minimize the noise to the neighborhoods near the freeway	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Richard Winn 83642
Yes	Being a commuter from Nampa to Boise in the last 10 years I have had to endure the traffic every day of the week. I have also been a commuter driver and having to leave a bit earlier so we can avois the crunch from Karcher to Franklin where my drop off was to only get back on the freeway to get to Northside would take me another 20 mins. But the issue I always see is the lane that ends by Franklin has cause a lot of almost accidents where people feel they can out run the cars or semis. Now that I drive my own vehicle I have to go in extra early to avoid the bottlenecks and or just so much traffic of cars entering the freeway in the morning and after the budleing of cars from Karcher to Midland.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This is needed badly. There are accidents regularly where it bottle necks down to two lanes. I travel this section of road almost daily and it is very dangerous. Please widen it as soon as possible. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	82651
Yes	They owe this to the commuters that use this stretch of road every day. There are so many lost hours because of the congestion that is caused by the change in number of lanes, not to mention all the lost hours that could be spent with family rather than in a traffic jam. There are numerous times that accidents have occurred in this stretch of road directly related to the congestion and lane reduction. As the population increases this problem is only going to get worse, increasing the number of accidents, lost time, and total frustration. It's time to move forward with this improvement.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Terry Higgins 83686
Yes	Definitely yes!! The lane reduction at the Franklin interchange is a traffic hazard that needs immediate attention. This will not correct the whole problem as the interstate needs to be widened to the Franklin interchange in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	This one is a no brainer. The highways of Canyon County need to be brought into The 21st Century. Variable speed limits And electronic lane closure signs would Help with traffic control. Take a look at The Smart Motorway Project in the UK. Lastly the sign on the west bound lane Telling of a lane closure in 1500 feet Needs to be moved a mile east of the franklin exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	There is an incredible bottleneck that occurs during high traffic volume. This will only increase as the area continues to develop. Further, it would be prudent to continue the expansion toward Caldwell, at least to the first Caldwell exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	Please provide a fourth lane at least between Franklin Blvd in Nampa and Northside Blvd for those who enter at one interchange only to exit immediately at the next interchange. This will eliminate drivers having to merge into fast moving traffic when the likelihood is for them not to want to go so fast when they intend exit shortly. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Randall Kaufman 83607
Unsure	OK, repairs should be made, drivers should not have to deal with potholes and a ruff surface to drive on. However widening I84 is only inviting more "S.O.V.'s" (single occupant vehicle's)! Why not build and install a Light rail system or commute train, or a rapid transit system? If no one knows what these systems are. Go to San Mateo Transportation Authority (SamTrans) in San Carlos California, and or Santa Clara Transportation also in California. Both agencys can advise you on what the benefits are, how to build, finance and promote the project. Each rail car can seat about 40 to 50 passengers, which means 40 to 50 less cars on the I84.Less wear on the surface.Less accidents. Less pollution! Win-win-win!!! A public transpotation system from Caldwell to Boise, with station stops in Nampa, and so on along the route, with Park and Rides lots. Less traffic with less accidents, less pollution, how can that be a bad thing? So go and look into doing something that is a much better way to really improve I84 now and into the future. No way to know for sure how the public will react until you promote the idea. Thank you for taking the time to read this and hopefully think about and look into. Even build.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please widen. I drive everyday and am tired of -delays, traffic wrecks,wasting fuel and polluting in stalled traffic,having to find alternate route because of closure, wrecks and repairs,watching road rage because of trying to merge 3 lanes to 2 at 65 mph. If and when do expansion please make right lane exit only at Karcher with a extra long 2 lane exit ramp. Similar to Meridian and Eagle exit. Only have 2 lanes continue on to Caldwell if 3 can not be funded. Do not leave a lane that drivers try to get ahead and then need to merge and slow others down or cause wrecks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Tom K Brown 83709
Yes	If you have to ask: 1) you haven't driven it, 2) you are a part of the great unnecessary bureaucracy, 3) you are in the way - a part of the problem and not the solution, or possibly 4) all of the above!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
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Hard Copy Comment Form

Yes	Has been one of the most dangerous and (scariest) onramp I have EVER been on and, unfortunately, nearest to me. Have used for many years but quit using about 3-4 years ago – so unsafe! Too many “close calls!” Go way out of my way now to Franklin. And coming home to this exit is a joke! Always (any time of day almost) traffic backed up because of 3 lanes to 2. This should have been part of the previous work adding lanes – BIG MISTAKE!! Please fix now! Thank you!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
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Email

NA	It is my opinion that this widening project be done immediately! This area is a hazard to drive any day of the week and even worse weekdays. Taxpayers deserve to have a safer public access to their homes and jobs. My vote is to do this now!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Elizabeth Lee 83687
NA	I live in Nampa and it should be a top priority to widen interstate 84 all the way through Nampa to Caldwell. The road is in horrible shape and is too narrow with too few lanes to handle the traffic from 6 a.m. To 10 a.m. And 4 p.m. To 7 p.m. It is extremely unsafe.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kerri Clarkson
NA	As I understand I-84 is being expanded in order reduce traffic congestion. Induced traffic demand is a serious issue with roadway expansion, so I must inquire as to what gives COMPASS the belief that traffic will improve from this project and induced demand will not keep congestion at its current levels after the project is completed?	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors. I-84 is proposed to be widened to address existing safety and congestion issues; the project is designed to accommodate demand to the year 2030. While the expansion will relieve congestion on this segment of I-84, it is true that it likely will also attract more people to use it, as drivers who are currently using local routes to avoid congestion on I-84 may decide to use it after widening.	Andrew Cascio
NA	Absolutely widen 84 in Nampa...it is a bottleneck and Nampa doesn't have many entrance or exit ramps so therefore traffic and wrecks are an everyday occurrence.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Interstate 84 in nampa to caldwell should be widen for saftey reason. There is high risk danger of accidents due to bottled neck areas. Roads are in poor condition in canyon county. Y.ou can tell where county lines are due to road condition. If you fix 84 look at some of the on and off freeway exits. It is scary to get on at times due to not wide enough or no xtra lane to merge. The cost to do it right would be now not half done right.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Yes! Way over due!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	John Gregory
NA	Yes, absolutely, and probably widen and re-pave clear to the other side of Caldwell. This road is dangerous where it narrows at Franklin and very congested during afternoon rush hour.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Darlene Frame

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	I am responding to a request for public comment about widening the interstate around Nampa. Just today, I was merging onto the interstate Eastbound from the Midland/Karcher Rd. onramp. I am used to having a little pavement before I have to merge into traffic, but to my surprise, there is hardly any amount of roadway to merge into traffic coming 65-70 mph. If the kind driver that I somewhat cut off would not have been so friendly, I would have been at fault in an accident while merging. I would love to see this area expanded to allow for easier merging at an increasingly busy interchange. The interstate should run 3 lanes from Caldwell East to Nampa and then go to 4 lanes at the Karcher Rd. on/off ramps and continue with that East from there to where it turns to four lanes currently.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jacob Velásquez
NA	Widen I-84 in Nampa	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	From Exit 38 to Boise, going East, the traffic seems to do pretty well. But between Caldwell and Boise it gets hung up so widening that area would help the flow of traffic to and from Boise. A good option may be to create an HOV lane for thru traffic. I bet people would even pay a small toll to have a way to travel 65mph without the traffic issues near the exits. The most extreme need in the Treasure Valley is for a required "refresher course" for all drivers over age 30 or 35. Most drivers that age and older were here when the Treasure Valley was more rural. It appears many have no idea how to merge on a freeway, use a round-a-bout, change lanes on a freeway, use a 4way stop, when you can turn right on a red light, etc....etc. Super frustrating!! A refresher course could educate T.V. residents and create a safer driving environment for everyone.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Hi, From an article about I84, in the, April 29 th issue of the Idaho Press Tribune, they suggested directing questions to you. Since widening I84 is planned for next year, I hope the resurfacing of the section between exit 33 to exit is not going to be done. Another project, the rebuild of Karcher intersection was not discussed. What is the status of that? Thanks. Looking forward to the completion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You also asked about the project to rebuild the Karcher interchange. While a construction schedule is not yet available for reconstruction of the Karcher interchange, construction is anticipated to likely begin in late summer or early fall of this year. You can find updates on this (and other Idaho Transportation Department projects in the area) at http://itd.idaho.gov/d3/?target=construction-projects .	Bill Kline
NA	I applaud COMPASS for their desire and efforts in widening I 84 in Nampa. However, I truly believe the interstate needs to be widen through Caldwell to Exit 27. The 'ol "rock in the funnel" syndrome will bottle neck traffic once vehicles pass by Karcher Rd. Let's make every effort to do it right the first time.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	As a commuter during the week to Boise, I would greatly appreciate the freeway being expanded. Not a day goes by that there is not a wreck between Garrity and Northside it's a hot mess! I always tell my husband everyday...I hope this isn't the day I don't make it home!! I would like to see the freeway be expanded even further to the Franklin exit in Caldwell. I don't think to the Karcher exit is going to be enough, the same problems that we currently have will be right back in two years. Is there a plan in place when the construction will begin? Thank you	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Cathy and Steve Knott, Nampa

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	Happy to hear u will be at least replacing this section with new asphalt this summer. But saddened it will not be going all the way to Caldwell's Franklin rd with widening project. I do drive this section weekly right at evening rush and feel that, yes, new lane from Karcher to Franklin Blvd is needed, but the Caldwell section once past Franklin is congested but not bad. But for loves sake, drop the outside lane off the freeway at exit 33 A, but also make an outer lane for exit 33 B as both exits get backed up. Whoever thought of the great idea of merging a fast lane into middle lane (truck lane) must have had a few screws loose. Get rid of the outside lane, don't merge it at all. The merge is what causes alot of the issue with this section. Yes, I am sure there is a law about the distance of signs but the placement of merge signs aren't visible until you're on the merge, due to the hill before the merge and speed. If signs were placed above the hill to allow traffic to see for a ways that a merge is happening, some of the non-local won't jump over to fast lane then realize they just have to get back over. Thank you	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	I-84 needs to be widened to Caldwell. Highway 95 needs to be finished from South of Moscow to Moscow.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ed Strong
NA	I belive that I-84 should be widened to three lanes all the way to Caldwell. As a frequent traveler on that freeway, it is sometimes hazardous to the extreme with trucks and such Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	I hope this is the right place to add an opinion/ question about the Nampa Franklin to Caldwell Franklin road repairs/ expansion. Why wait another year to expand the road? If you are repairing the road this year only to tear it up to add in a third lane next year, isn't that wasteful of taxpayers money? I understand it takes time to plan any expansion, and that the roads in canyon county are horrible right now, but it just sounds like you are fixing the road only to tear it up again a year later. Why not fix the road and expand it at the same time? I think the road repairs that have been done this winter have been great. ITD has some amazing people. Thank you for reading	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked why the widening and resurfacing are not being conducted at the same time. The pavement is in such poor condition that resurfacing must be completed this year. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin, including detailed design of the roadway, bridge and drainage; and obtaining permits and agreements for the work. ITD anticipates that construction on the widening project will likely begin in summer 2018.	Beth Perry
NA	The Karcher interchange is one of the busiest in the state. I-84 west of the Franklin exit becomes a bumpy, patch-ridden, two-lane highway. It cannot handle the metro traffic now present. Entering the short on-ramps eastbound on I-84 from Northside or Karcher is a harrowing experience. The road quality is reminiscent of "The Rez" or streets in a Third-world country. Widening and providing a concrete road from Franklin to Karcher should be a top priority.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Deborah Glasscock
NA	I don't travel this section in Nampa very often but when I do it seems painfully narrow.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	I support the widening of I-84	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jim McMahon

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	Yes, please widen I-84 in Nampa. The road is in serious need of repairs anyway so why not just tear it up and do it right? At the same time - widen it.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked about repairing the road at the same time. Resurfacing is scheduled for this summer to repair the road – the pavement is in such poor condition that resurfacing must be completed this year. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin, including detailed design of the roadway, bridge and drainage; and obtaining permits and agreements for the work. ITD anticipates that construction on the widening project will likely begin in summer 2018.	NA
NA	Yes...I 84 widening is much needed...	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	No. How about putting in more on/off ramps? Try that first for Cloverdale or 5 mile.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Yes, widen I-84 at Nampa	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	The traffic is so bad out there we try to avoid at all costs. This needs attention asap! It's been going on for at least 2 years. What's taking so long? It's congested every day! Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	With the population pouring into Treasure Valley, daily, by the time this project is completed, you'll be behind, again. Seems your projections are off for growth and the needs are behind by 10 years+ already. Need a traffic study depicting the predicted population growth on 20 years from now, otherwise, seems like a waste of time and money. Might start planning now for "light rail" system. Transportation for the future, for, environment, parking and promote commuting! Need that from Nampa to Meridian to Boise. Middleton to Boise. And Emmett to Star to Meridian. These are plans that work best long term. Most cities wait until it's too late and have no room or use eminent domain to pursue and that cost more time and money and the study becomes moot by the time the project starts.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jill Georges
NA	I wanted to take an online survey, but after filling out a bunch of personal info it said it couldn't find a survey for me. So I am emailing you my opinion instead. I think the interstate in Nampa most definitely needs to be widened, but probably since this area is going to continue to grow we should do 4 or maybe 5 lanes each way not 3 (be proactive instead of always doing it a decade after the fact.)	Thank you for your email. I'm sorry you had difficulty finding the online survey. Your comments will be provided to the COMPASS Board of Directors.	NA

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	We need a Connector from I-84 north to Hwy. 55, even if it's elevated. Do it now.	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors.	Jack Durham 83714
NA	I live in Caldwell, and find that this short sightedness on ITD is appalling to say the lease. If you do nothing to the interstate, between Caldwell and Nampa Karcher Rd. you have done a disservice to all who live and commute through their every morning and afternoon! Resurfacing the I- 84, and not widening between the two towns, will stifle growth, and kick this can further down the ROAD!!! Let's fix the problem, Once and for all. How many more accidents do you need out here to prove my point?	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors.	Robert Schoonderwoerd 83605
NA	We don't need more roads or widening of roads-- <u>we just need good public transportation</u> . How about a lite rail system for commuters? It would eliminate much of the congestion and pollution from too many automobiles coming in and out of Boise.	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Where would funds come from ? What is GARVEE? WHEN WOULD IT START, END	Good Morning - To answer your questions: The funding would come from GARVEE (Grant Anticipation Revenue Vehicle) bonding, which essentially is bonding to borrow against future federal transportation funding. GARVEE bonding is described in detail by the Federal Highway Administration here . Construction would likely begin in summer of 2018 and be complete in approximately 2022. You can learn more about the proposed project at www.compassidaho.org/comm/comments.htm .	Lynn
NA	For anyone traveling between these two off-ramps on 84 it is obvious why there are so many accidents in this corridor. The next step we know is widening I-84 to Caldwell to three lanes which the legislature earmarked funds for. Idaho is growing rapidly, with a majority of the growth in the Treasure Valley. It is vital that I-84 be expanded now for both due the increase in business and tourism for the state. Look how long it took to finish the upgrades on 84 down in the Meridian and Eagle area. Now is the time to do this and stay a little ahead of the curve of out of control traffic and accidents in this area due to the existing bottleneck and unsafe freeway and pavement!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	I agree with the proposal to widen I-84 from Karcher road to Franklin Blvd. With housing price increases, more and more of our work force is choosing to live outside of Boise. Until we can get our act together to approve a train system between these outlying communities and Boise, we have to have adequate roads to handle the commuting and trucking traffic.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Janet Satterwhite
NA	I-84 absolutely should be widened from the Franklin Boulevard exit to the Karcher Road Interchange. Going down to two lanes at the Franklin exit has created a huge bottleneck and many accidents for residents that live in Nampa, but work in Boise, and the people visiting our great area. As Nampa continues to grow, this is only going to get worse. Fixing the problem now is only the "smart" thing to do. Please amend the transportation plan and the federal transportation plan budgets for this widening process.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Lynne Wiseman

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	Last week I traveled Interstate 84 from Nampa to Caldwell and was appalled. The resurfacing work from Franklin Rd/Caldwell to Franklin Rd/Nampa is essential. Damage to cars traveling that section of the Interstate is unacceptable and embarrassing for the Treasure Valley. The additional lane from Franklin Rd/Nampa to Karcher Rd is imperative since the shopping continues to grow in that area. Karcher Rd is also the main thoroughfare for the travelers from Central and Northern California, Seattle, Portland, etc headed to Boise and beyond. The Treasure Valley is a beautiful, wonderful place to live, work, raise a family and so on. Please help us hold our heads high with pride for our beautiful state of Idaho.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	This needs done asap, it causes many wrecks and traffic delays!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. AM May 10	NA
NA	If you are going to widen I-84, you should widen it all the way to the Greenleaf exit, Then you should direct all the long-distance truck traffic that currently is tearing up highway 55 (Karcher Road) to take that exit, and follow highway 20 to get to highway 95. Karcher is becoming more and more crowded as the residential building in the area continues to rapidly expand, and the large amount of 55 mph truck traffic on that road is currently at the point where it is very difficult to get onto Karcher from the side streets. There are already three stoplights on Karcher in an attempt to alleviate this situation, and more are sure to follow soon, which will actually add to the congestion on Karcher, as vehicles are forced to make more stops on that road. Re-directing the truck traffic through the Hwy 20/ Simplot Road industrial/agricultural corridor is the best long-term solution to the growing problem of Karcher. And, much of that road is already in 4-lane configuration. Widening I-84 to the Greenleaf exit would be a good step toward solving the problem of Karcher Road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	John Kernkamp
NA	Yes! Please widen the interstate! If it were 4 lanes like in Boise and meridian traffic would flow so much smoother. Please please make this happen.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Absolutely the I-84 should be widened, and should be done all the way to Caldwell. To Karcher is a start, but it will be more expensive to do the remainder to Caldwell in the future. Caldwell is becoming more of a player in the Treasure Valley economy, and the need for transportation between Boise and Caldwell is increasing.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	To whom it may concern: With the growth of Canyon County's population, the Interstate experience is becoming less tolerable on a daily basis. The on-ramp from Northside to Eastbound I-84 is one of the most dangerous, shortest merge lanes imaginable. What highway engineering braintrust was satisfied with this design? Unimaginative to say the least. Ask anyone who uses this on-ramp, most would agree to the risk taken when merging. Also, the I-84 road surface from Nampa to the border of Oregon provides a miserable experience. Take some of this Sales Tax / Lottery /Fuel Tax / Revenue Surplus / and fix this damnable stretch of Roadway!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Craig Mackie
NA	April 29 the Idaho Press-tribune had article and 3rd paragraph asked for comments on whether I-84 needed to be widened. Refraining from making a snide reply to this comment...I have a suggestion/request/challenge that will answer this: EVERYONE on any committee, group or etc that is even remotely connected to this project needs to drive from Boise to Caldwell at 5 pm on a weekdaythat is not a holiday. Then ask if they still need comments on this need.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	In reference to your notice in the Idaho Statesman "Should Interstate 84 be widened in Nampa", in my opinion the money could be better spent by widening Chinden Blvd. between I-84 and Eagle Rd. The traffic is currently horrendous and with the new projects being built or proposed, Chinden will become gridlocked in the very near future. At the very least, left turn lanes should be constructed all along the corridor and right turn lanes constructed at Meridian Rd and Locust Grove.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	B. G. Dickstein 83616

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Robert L. Henry
Mayor



City of Nampa
411 3rd Street South
Nampa, ID 83651
208-468-5401

Office of the Mayor


May 9, 2017

COMPASS Board of Directors:

I support amending Communities in Motion 2040 and the FY2017-2021 Regional Transportation Improvement Program to add a \$150 million project to widen Interstate 84 in Nampa between the Karcher interchange and the Franklin Boulevard interchange.

This project has been No. 1 in the region's unfunded priorities for several years. Now that funds are available, all necessary implementation steps should be taken as quickly as possible. Amending both these documents is a critical first step and I encourage prompt acceptance.

Sincerely,


Robert L. Henry
Mayor, City of Nampa

Public Comments Received (Verbatim)

- Proposed Change to *Communities in Motion 2040*
- FY2017-2021 Regional Transportation Improvement Program (TIP)
 - Draft FY2018-2022 TIP

Public Comment Period: August 27 – September 11, 2017

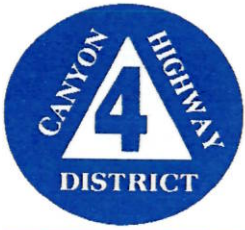
Total number of comments received by COMPASS: 7

Email: 6

Letter: 1

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Agree with all. But a question, are the changes/deletions to the Hwy 20/26 intersections a result of moving up the eventual widening of 20/26 all the way from Caldwell to Eagle Road?</p> <p>Follow up to the response:</p> <p>Would be great if the US 20/26 projects could move up their schedules. We'll see!</p>	<p>Shared with COMPASS Board and ITD.</p> <p>The US 20/26 corridor is a focus area for ITD District 3, with the portion from Eagle to Locust Grove programmed to be built in 2021 and the mile between Locust Grove and Meridian Rds scheduled for 2022. Unfortunately, these projects have not been accelerated as funding is not available at this time.</p> <p>Regarding the intersections in question, a review of the proposed treatments, their benefits and cost, and how they would ultimately fit into the overall corridor plan did influence the treatment changes and deletions. A review of accident history at these locations, along with options to address the causes, led to the changes in the projects.</p>	<p>Mac McOmber 93616</p>	<p>Email</p>
<p>I have no issues with the proposed changes to TIP in Canyon County. However, I wish I could see a project out there in the future to widen US20./26 to four lanes with a center turn lane from Eagle Rd. to Caldwell. I-84 is too busy and an alternate East/West corridor would be very valuable.</p>	<p>Shared with COMPASS Board and ITD.</p>	<p>Wayne Albright</p>	<p>Email</p>
<p>I wanted to suggest that part of the plan for transportation in Ada and Canyon counties include widening Ustick road all the way from Boise to US 95 near Homedale to four lanes in each direction with a major interchange at I-84 in Caldwell.</p>	<p>Shared with COMPASS Board, ITD, ACHD, and VRT.</p>	<p>Dr. Rich Guggenheim 83605</p>	<p>Email</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code and Name/affiliation (if included)</p>	<p align="center">Format</p>
<p>Improve that with a major light rail line. Make 44, and 20/26 a highway like I84 is now. There is no reason why we should not have a commuter rail line that connects the magic and treasure valleys with light rail within the Treasure Valley. Work to bring Amtrak to Boise with service to Seattle and Portland. Boise Airport needs to expand with more direct flights to more destinations such as LA, San Francisco, Chicago, Atlanta. The expected growth that i going to occur in this state and valley demands progressive and aggressive thinking, planning, and spending now!</p>			
<p>I have just one comment...finish the SH16 connection to I84...soon.</p>	<p>Shared with COMPASS Board and ITD.</p>	<p>Gary Moles</p>	<p>Email</p>
<p>I wanted to submit comments for the TIP but quite honestly there is just too much to take in with so many plans from the different agencies (TIP, ITIP, IFYWP, CIM etc) it's hard for a lay person to review/understand all the different pieces, what's funded/unfunded etc etc! Therefore, I will put in my annual plug for moving up the widening of Chinden from SH55 to Caldwell. The lack of an adequate state highway system causes our local road department (ACHD) to continually widen local roads at huge expense to taxpayers. I would like to see our tax dollars go to improving the state system first. This may change traffic patterns in a way that eliminates the need for these local road widening projects thus saving tax dollars and preserving our neighborhoods.</p> <p>I would also like to understand why a traffic light is going in on SH16 at Beacon Light Road when Ada West will be building a school (middle for 2018, high school in the future) west of SH16 along Pollard, closer to Floating Feather which also intersects with SH16. Not too long ago, a young driver was killed at that intersection. With a school going in soon, there is likely to be a lot more traffic there. Wouldn't this take precedence?</p> <p>Thanks for considering my input ...</p>	<p>Shared with COMPASS Board, ITD, and ACHD.</p> <p>The intersection of State Highway 16 and Beacon Light Road has been identified as a "High Accident Location" by ITD. Since 2009, there have been 14 crashes at this intersection, of which nine resulted in injuries and one in a fatality. Thirteen of the 14 crashes were T-bone type crashes, which is another factor that is considered in determining where signals should be installed.</p>	<p>Kathy Pennisi</p>	<p>Email</p>
<p>As a general statement I support the changes as presented.</p> <p>In the case of hiway 20 I do not support signalization at any of the proposed intersections and others which may be in the works. My tried and true answer is round-a-bouts which have been very well received in eastern Canyon county and other jurisdictions where they have been put in.</p> <p>Making Hiway 20 which is a major arterial, a stop and go road between Caldwell and Boise is in no ones best interest</p>	<p>Shared with the COMPASS Board and ITD</p>	<p>Hubert Osborne</p>	<p>Email</p>



CANYON HIGHWAY DISTRICT No. 4
15435 HIGHWAY 44
CALDWELL, IDAHO 83607
TELEPHONE 208/454-8135
FAX 208/454-2008

September 6, 2017

Toni Tisdale
Principal Planner
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Re: Comments on ITD's proposed changes to Communities in Motion 2040 (CIM 2040), and the Regional Transportation Improvement Program (TIP) dated August 15

Dear Toni,

Please accept this feedback on ITD's proposed changes to the TIP:

- It appears that the proposed changes represent a net loss of transportation funding to the COMPASS area. I would prefer expenditure neutral TIP changes within the county, or at least within the COMPASS area.
- Key NEW, I-84 Karcher Road Interchange to City of Caldwell
 - Our agency is supportive of adding the project to the TIP.
- Key 19111, US 20/26 & Franklin Road Intersection Improvements
 - The highlighted comment indicates that "some improvements" will be salvaged from this deleted project and added to the scope of Key 19415; improved radii for right turns. Based on the crash data, Franklin Road ranks among the highest intersections and segments in the county worthy of attention. Per the recent public hearing for the US 20/26 corridor study, ITD representatives indicated that a signalized intersection would not only provide protected turning moves at this specific location, but also benefit the corridor at large through platooning between Star and Middleton roads to increase safer turn opportunities within the 6 mile corridor segment. It would be a shame to defer these site and systemic benefits as the needs for better safety and mobility exist today.
 - As such, our agency is opposed to this change.
- Key 18779, SH55 Intersection Improvements
 - The highlighted comment indicates that the elimination of the project will prevent adding unjustified right turn lanes. It was our understanding that the project scope also included left turn lanes as well, or that slight changes in scope would not routine. While the crash data available do not show a relative glut of crashes at these locations

relative to other intersections and segments within the County and COMPASS area, it is very obvious by the plethora of skid marks at Riverside that some form of dedicated left and right turn lanes is warranted at this intersection. With the year around landfill traffic and considerable recreation traffic to the wildlife refuge at Riverside, it makes good sense to salvage at least that element of the project. Sacrificing the proposed changes at Pride (good sight distance, low volumes) and Hoskins (poor WB sight distance) in favor of other high priority intersection or safety projects is a reasonable measure. Not so for Riverside; at the very least this project site needs to be retained in the project scope and the project left in the TIP.

- Our agency supports a reduction in scope to include improvements at Riverside, but does not support deletion of the entire project.
- Key 19415, US 20/26 Intersection Improvements
 - The highlighted comment indicates that only modest and relatively low return on investment improvements will be made at Northside and Franklin. Based on the crash data, Franklin Road is among the highest intersections and segments for crashes, and clearly worthy of attention. Northside is arguably less so. Likewise, Midland isn't near the top of crash locations on US 20/26. However, Midland has the highest AADT north of US 20/26 in the county other than Middleton Road, and with the new Suncor gravel operation coming to that route, truck traffic will exacerbate the challenging turning and crossing opportunities from Midland. Six Mile Engineering has provided a Traffic Impact Analysis that shows an additional 316 trips per day for the new gravel operation. They also conclude that a WB right turn lane is already warranted, LOS will drop to D during the peak hour for turning traffic, and the WB to NB turns will require widening.
 - Clearly, there is some value in keeping to the original scope for all 4 intersections, but if sacrifices have to be made, our preference would be to retain all of the intersection improvements at Midland and retain the revised project in the TIP.

Sincerely,



Dave Jones,
Canyon Highway District No. 4 Director