



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

FY2018-2022 Regional Transportation Improvement Program

Report No. 01-2018

Adopted by the COMPASS Board of Directors on October 16, 2017
Resolution No. 03-2018

Amended: December 18, 2017, February 26, 2018, April 16, 2018, June 18, 2018 and November 13, 2018

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Working together to plan for the future

Attachment 1

RESOLUTION NO. 03-2018

**FOR THE PURPOSE OF APPROVING THE
FY2018-2022 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 the Transportation Improvement Program be developed and amended in consultation with all interested parties;

WHEREAS, a public comment period was held between July 17 and August 15, 2017, for people to review and comment on proposed projects in the program;

WHEREAS, a second public comment period was held between August 27 and September 11, 2017, to address significant changes proposed after the initial comment period;

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 FY2018-2022 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 FY2018-2022 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

Adopted this 16th day of October 2017.

By: 

Steven Rule, 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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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 Ada County, Ada County Highway District, Boise State University, Canyon County, Canyon Highway District, Capital City Development Corporation (CCDC), Idaho Department of Environmental Quality (DEQ), Golden Gate Highway District, Idaho Transportation Department (ITD), Valley Regional Transit (VRT), and the cities of Boise, Caldwell, Eagle, Garden City, Greenleaf, Kuna, Melba, Meridian, Middleton, Nampa, Notus, Parma, Star, and Wilder.

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 2017 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 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 and inside the planning area and the maintenance area.

I. 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.

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

II. 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 of the urbanized areas within Ada and Canyon Counties, and the general public. Public outreach efforts are 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 Government Input. COMPASS, ITD, and VRT staff 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 from August through December 2016.

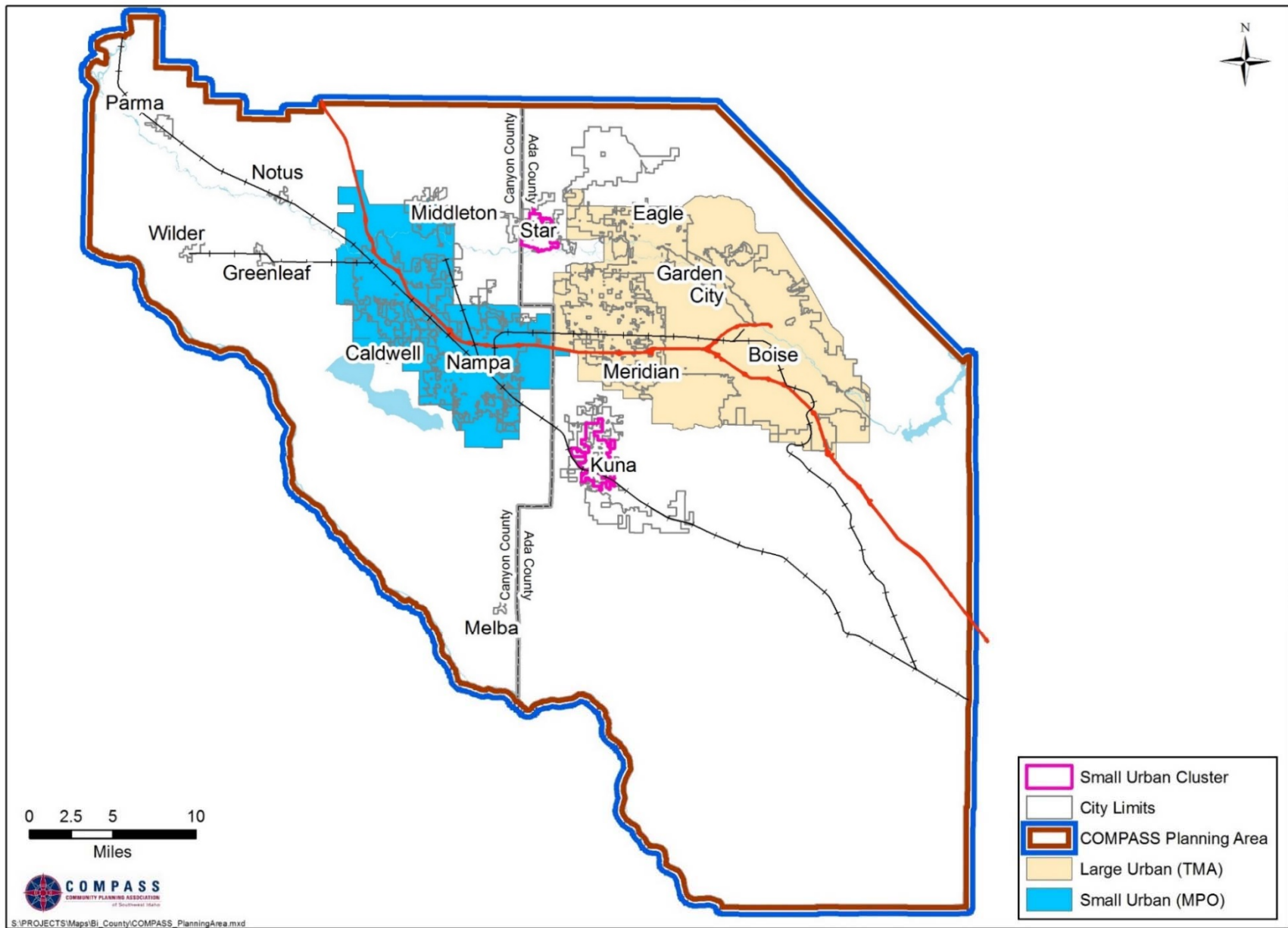


Figure 1: COMPASS planning area

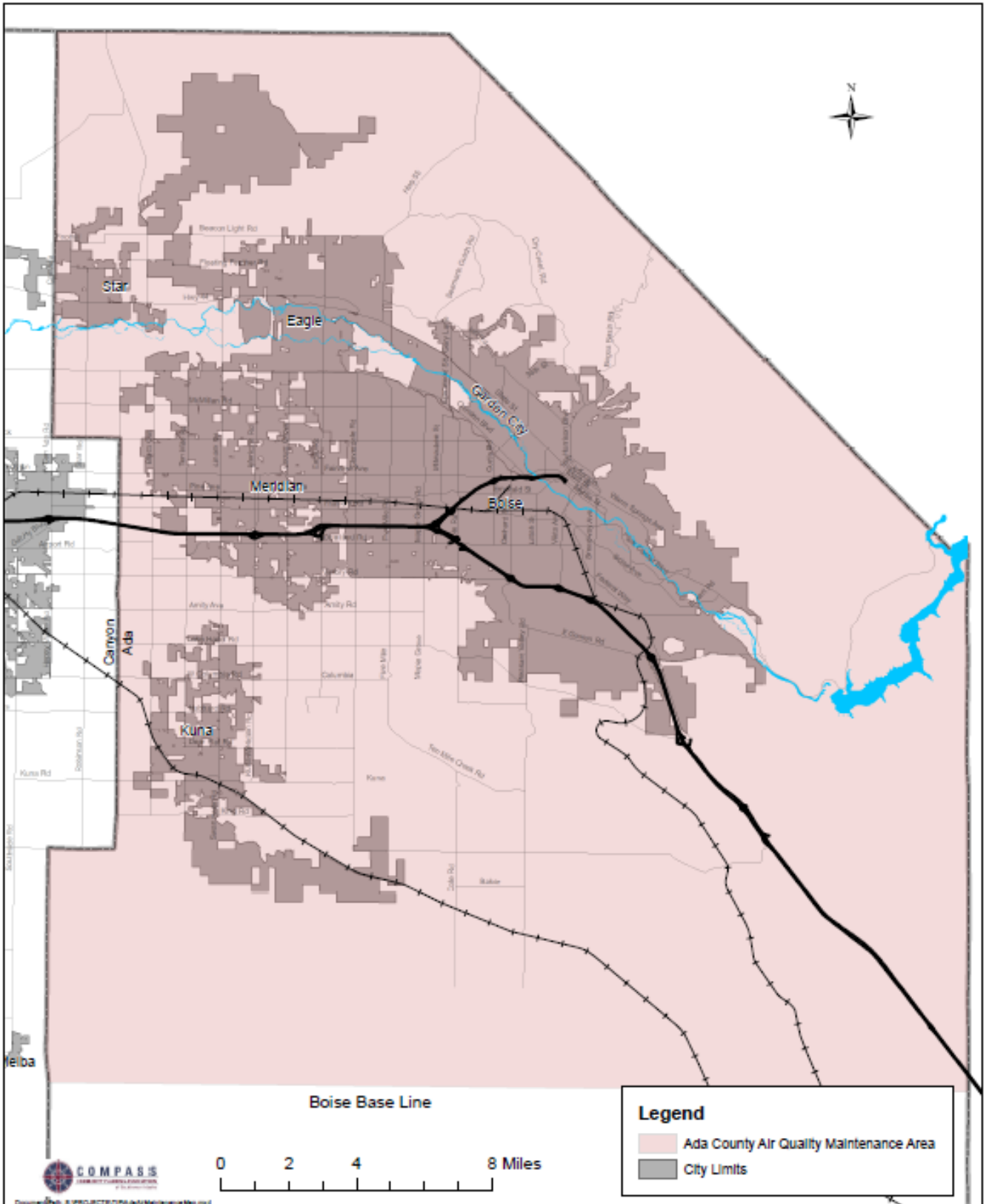


Figure 2: Northern Ada County air quality maintenance area

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 FY2018-2022 TIP project list was solicited from July 17 through August 15, 2017. The public comment period was promoted online on the COMPASS website¹, 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, as well as VRT's Program of Projects and the COMPASS Board of Director's decision to allocate all federal funding on maintenance projects.

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 "the 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 TIP webpage² from July 17 through August 15, 2017.

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, and 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

¹ www.compassidaho.org

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

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: Tuesday, August 8, 2017, 2:00 p.m. – 7:30 p.m. in the COMPASS Board Room in the City of Meridian (Figure 3). COMPASS staff provided an overview of the TIP and representatives from the City of Nampa and Valley Regional Transit gave brief presentations on projects in the TIP that are managed by their agencies. COMPASS, Ada County Highway District (ACHD), the City of Nampa, and VRT also set up static displays for the public to view throughout the open house. Twenty-three people attended the open house to ask questions and submit comments.



Figure 3: COMPASS open house

Public Review Locations. In addition to the COMPASS website and open house, draft TIP documents and public 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
 - Bown Crossing
 - 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
- Patricia Romanko Public Library (Parma)

Legal Notice. COMPASS published a legal notice for the TIP public comment period in the *Idaho Statesman* (July 17-19, 2017) and the *Idaho Press Tribune* (July 18-20, 2017).

Display Advertisements. Display advertisements, as shown in Figure 4, promoting the public comment period and open house appeared in:

Idaho Statesman: July 17, July 25, and August 7, 2017
Idaho Press Tribune: July 18, July 25, and August 8, 2017
Kuna Melba News: July 19, July 26, and August 2, 2017
Meridian Press: July 21, July 28, and August 4, 2017

No Spanish-speaking newspapers were in business in Ada or Canyon Counties during the public comment period.

News Release. COMPASS sent on news release notifying the public of the comment period and open houses; the news release was sent to local and regional media on July 17, 2017. Two news articles (Idaho Press Tribune³, July 23, 2017, and Meridian Press⁴, August 4, 2017) resulted from the news release.

Email and Mail. COMPASS sent four emails to 1,922 people publicizing the TIP public comment period.

COMPASS mailed 23 postcards on July 14, 2017, to interested individuals who prefer to be contacted via US Mail.

Flier. COMPASS created a flyer (English⁵ and Spanish⁶) advertising the TIP public comment period and open house; the fliers were distributed to 18 public locations in the two-county area. Additionally, COMPASS requested that committee and workgroup members post fliers in their offices and other public locations in their jurisdictions.

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

- Facebook: COMPASS posted information about the public comment period 11 times from July 17 – August 15, 2017. These Facebook posts resulted in a total audience reach of 2,310 and 226 engagements.
 - COMPASS staff hosted a live question-and-answer session using Facebook Live on August 3, 2017. The live video was viewed 259 times and resulted in a total audience reach of 576 and 36 engagements.

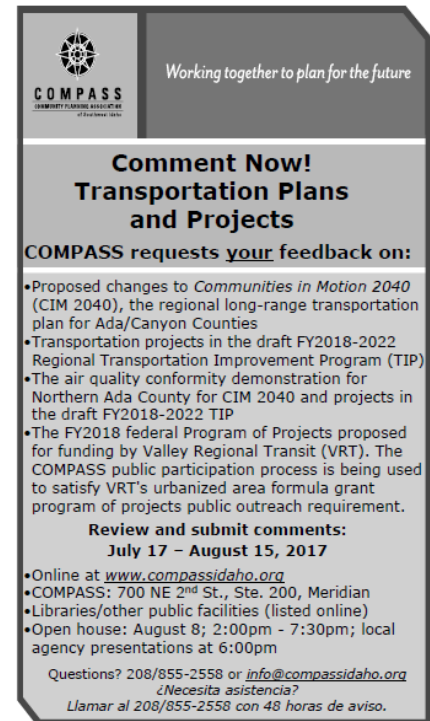


Figure 4: Newspaper advertisement

³ <http://www.compassidaho.org/documents/comm/articles/2017/July17/COMPASSseeksfeedback.pdf>

⁴ <http://www.compassidaho.org/documents/comm/articles/2017/Aug17/COMPASStohostopenhouse.pdf>

⁵ www.compassidaho.org/documents/prodserv/trans/FY18/FlyerFY1822_English.pdf

⁶ www.compassidaho.org/documents/prodserv/trans/FY18/FlyerFY1822_Spanish.pdf

- Twitter: COMPASS tweeted information about the public comment period 62 times from July 17 – August 15, 2017. These tweets resulted in a total of 10,394 viewer impressions and 117 engagements.
- Instagram: COMPASS posted information about the public comment period eight times from July 17 – August 15, 2017. These posts resulted in 20 engagements.
- Executive Director’s Blog. COMPASS used the Executive Director’s Blog⁷ to help publicize the comment period and discuss issues related to the public comment materials. Two blogs were posted during the public comment period, “Changes? Again?” and “On Time and On Budget.” Blogs were posted on July 24 and August 1, 2017.

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

- [Idaho Business Review online calendar](#)
- [Idaho Press Tribune online calendar](#)
- [Idaho Statesman online calendar](#)
- [Boise Metro Chamber of Commerce online calendar](#)
- [Boise Weekly online calendar](#)
- [Meridian Chamber of Commerce online calendar](#)
- [Nampa Chamber of Commerce online calendar](#)
- www.ktvb.com
- www.boiseevents.net
- www.idahocalendar.com

Brochure. COMPASS staff updated a brochure explaining the TIP; the English⁸ and Spanish⁹ versions were posted on the COMPASS website and available at the COMPASS office and public locations displaying public comment materials.

Spanish Translation. COMPASS translated the public comment flier, open house flier, TIP brochure, and the TIP comment form (hard copy and online) into Spanish. Web content concerning the public comment period was also 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 hard copy or online comment forms. Assistance was offered to those unable to submit comments in writing. Fifty-seven public comments were received (see Appendix B). Figure 5 shows the demographic data collected from public comment forms submitted to COMPASS.

The majority of comments on the TIP showed support for additional north-south routes, widening US 20/26 (Chinden Boulevard), and making State Highway 16 a

⁷ <http://compassidaho.blogspot.com/>

⁸ www.compassidaho.org/documents/prodserv/trans/FY18/Brochure_FY18-22_English.pdf

⁹ www.compassidaho.org/documents/prodserv/trans/FY18/Brochure_FY18-22_Spanish.pdf

higher priority. Several comments were in favor of increasing alternative transportation options, such as public transportation, bicycle, and pedestrian facilities.

Similarly, comments on CIM 2040 addressed concerns about population growth and congestion, particularly on US 20/26 (Chinden Boulevard), State Highway 16, and State Highway 44 (State Street).

Comments regarding public transportation in VRT’s Program of Projects expressed strong support for expanded public transportation service.

Comments regarding the Air Quality Conformity document demonstrated concerns about increased noise and emissions as the region grows.

Additionally, ITD received 346 comments on the Idaho Transportation Improvement Program (ITIP) from July 1 – 30, 2017; the majority of these comments were in support of widening US 20/26 (Chinden Boulevard).

Disposition of Comments. All comments were provided to the Regional Transportation Advisory Committee (RTAC) and the COMPASS Board of Directors. Comments related to specific projects or studies were forwarded to the appropriate agencies. The disposition of individual comments is included with the verbatim comments in Appendix B.

Special Assistance. COMPASS notifications, advertisements, other promotional information, and the COMPASS website included the following statement for those who require special assistance in submitting comments:

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.

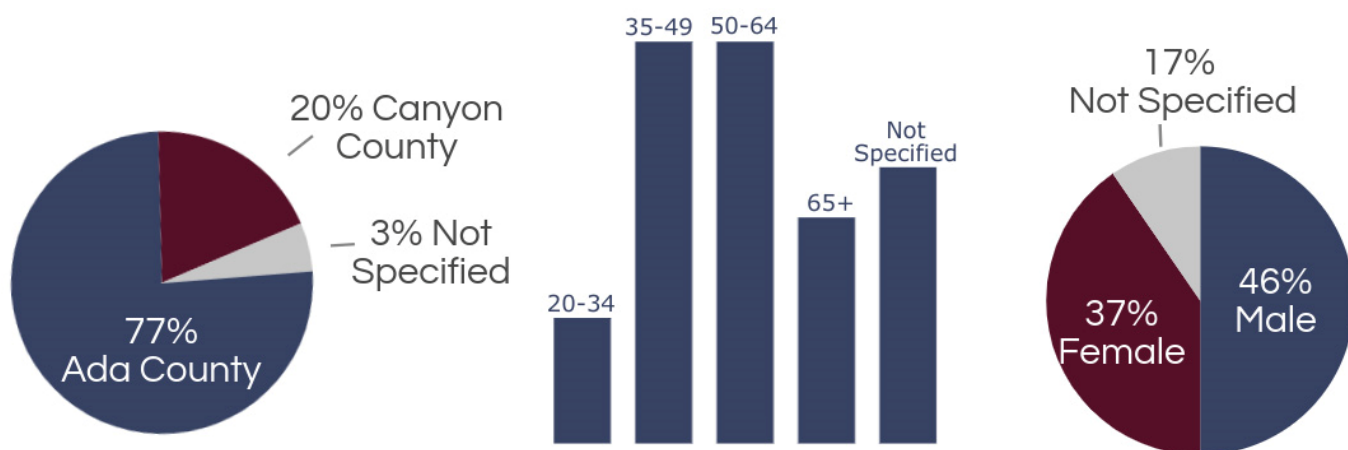


Figure 5: Public comment demographic data

III. TIP ACHIEVEMENT

COMPASS provides two reporting methods for achieving progress goals and targets: COMPASS performance measures and federal performance measures.

Each project funded in the TIP should implement CIM 2040 by supporting one or more CIM 2040 goals or federal performance measure targets. To identify how each project contributes to the progress of goals and targets, 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.

COMPASS Performance Measures

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.

There are 56 performance measures in CIM 2040. To streamline reporting, the 56 performance measures have been grouped into 13 “achievement categories.” The entire list of performance measures is posted online¹⁰. Table 1 provides a matrix demonstrating how the TIP achievement categories reflect the full 56 performance measures. The numbers show in the right column correspond to the performance measure numbers in the online document.

Table 1: TIP Achievement Categories

| TIP Achievement Category | Example of Type of Projects | CIM 2040 Performance Measures (PM) |
|---|--|------------------------------------|
| 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 pathways, 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 in-fill areas | 31 |
| Housing | <ul style="list-style-type: none"> • Widen a medium-to-high congested road to increase access to employment opportunities | 38 |

¹⁰ <http://www.compassidaho.org/documents/prodserv/PerformanceMeasuresBoardofficial.pdf>

| TIP Achievement Category | Example of Type of Projects | CIM 2040 Performance Measures (PM) |
|--------------------------|---|------------------------------------|
| 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 improvement Public transportation operations | ** |

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

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

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

Table 2: Criteria for TIP Achievement Categories

| TIP Achievement Category | 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: <ul style="list-style-type: none"> Improve capacity or travel time on a designated freight corridor? (PM 14) |
| Transportation Safety | Does the project: <ul style="list-style-type: none"> Propose a reduction in the number of automobile, 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) |

| TIP Achievement Category | Criteria |
|--------------------------|---|
| Land Use | Is the project located in or improve multimodal access to: <ul style="list-style-type: none"> • A designed downtown area? (PM 31) • A current or CIM 2040 designated Major Activity Center? (PM 33) • An infill area (see map¹¹)? (PM 34) |
| Housing | Does the project increase access to additional employment by: <ul style="list-style-type: none"> • Improving congestion on a roadway considered “medium congestion” or “high congestion” based on the most recent travel time index¹²? (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 or pedestrian access to or build: <ul style="list-style-type: none"> • A trail and/or pathway¹³? (PM 50) • The greenbelt? (PM 51) • Parks or open space? (PM 53) |
| Farmland | Does the project: <ul style="list-style-type: none"> • Include widening roadways adjacent to farmland? (PM 56) |
| Support** | Does the project: <ul style="list-style-type: none"> • Provide support, such as planning, staff salaries, or operations of public transportation? |

*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.

(PM = performance measure)

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.

¹¹ http://www.compassidaho.org/dashboard/Maps/Infill_Areas_14.jpg.

¹² http://www.compassidaho.org/documents/prodserv/reports/2014_ChangeinMotionReportFinal.pdf

¹³ http://www.compassidaho.org/documents/prodserv/CIM2040/Maps/CurrentPathways_5_1%5bConverted%5d.pdf

Table 3: Analysis of TIP Achievement

| TIP Achievement Category | *Number of Projects | *Dollar Amount | Percentage of Dollar Amount |
|---|---------------------|------------------------|-----------------------------|
| Maintenance | 50 | \$151,038,000 | 10.38% |
| Transportation Infrastructure | 25 | \$66,158,000 | 4.55% |
| Congestion Reduction/System Reliability | 55 | \$332,194,000 | 22.83% |
| Freight Movement and Economic Vitality | 40 | \$347,024,000 | 23.85% |
| Transportation Safety | 75 | \$348,615,000 | 23.96% |
| Environmental Sustainability | 24 | \$33,338,000 | 2.29% |
| Land Use | 8 | \$3,553,000 | 0.24% |
| Housing | 12 | \$51,112,000 | 3.51% |
| Community Infrastructure | 12 | \$21,582,000 | 1.48% |
| Health | 15 | \$13,637,000 | 0.94% |
| Open Space | 11 | \$18,175,000 | 1.25% |
| Farmland | 1 | \$3,014,000 | 0.21% |
| Support | 36 | \$65,348,000 | 4.49% |
| | TOTAL: | \$1,454,788,000 | 100.00% |





*Most projects are reported in multiple TIP achievement categories.





- The number of projects and dollar amount is counted in each category in which it is reported; therefore, the total number of projects and dollar amounts in this report is greater than the total number of projects and dollar amounts in the TIP.

Federal Performance Measures

The last two federal transportation authorization bills, *Moving Ahead for Progress in the 21st Century* (MAP-21) and *Fixing America's Surface Transportation* (FAST) Acts, placed an emphasis on performance-based planning and programming. Federal agencies started the rulemaking process to incorporate performance measures and target setting procedures, with the first set of targets due for reporting by May 2018. The federal targets are represented in the TIP project list with icons. Following are the federal target areas and approximate deadlines for reporting, with currently-approved targets highlighted in gray:

Table 4: Federal Performance Measures

| Icon in TIP Project List | Targets | Reporting Deadline |
|---|--------------------------|--------------------|
|  | Safety | May 2018 |
|  | Transit Asset Management | October 2018 |
|  | Pavement Condition | May 2019 |
|  | Bridge Condition | |

| Icon in TIP Project List | Targets | Reporting Deadline |
|---|--|--------------------|
|  | Level of Travel Time Reliability | |
|  | Freight Movement | |
|  | Congestion Mitigation Air Quality – Emissions | |
|  | Congestion Mitigation Air Quality – Traffic Congestion | On hold until 2022 |



Safety Targets

On December 18, 2017, the COMPASS Board of Directors adopted the position to support the statewide safety targets established by ITD, which is to improve upon the five-year statewide average (2014-2018) of the following metrics:

Table 5: Idaho Statewide Safety Targets

| Idaho | Historical | | | Targets | | | | |
|--|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 2011-2015 | 2012-2016 | 2013-2017 | 2014-2018 | 2015-2019 | 2016-2020 | 2017-2021 | 2018-2022 |
| Fatalities | 191.5 | 190.8 | 190.0 | 188.0 | 187.0 | 184.8 | 184.8 | 184.1 |
| Serious Injuries | 1,278.0 | 1,263.0 | 1,250.0 | 1,239.0 | 1,230.0 | 1,221.0 | 1,213.0 | 1,206.0 |
| Fatalities by VMT* | 1.2 | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Serious Injury by VMT* | 8.0 | 7.7 | 7.6 | 7.5 | 7.4 | 7.3 | 7.2 | 7.0 |
| Non-Motorist Fatalities and Serious Injuries | 120.0 | 120.0 | 120.0 | 120.0 | 120.0 | 120.0 | 120.0 | 120.0 |

*VMT = vehicle miles traveled
 Grey highlight = current target

The following projects with an emphasis on safety are included in the FY2018-2022 TIP. An analysis is provided regarding how each project is expected to decrease fatalities and serious injuries based on the reported improvements of similar projects.

Table 6: Analysis of Safety Projects in the FY2018-2022 TIP

| Key Number | Project ¹ | Counter Measure(s) ² | Expected % change based on CMF data ³ | Expected actual change in crashes ⁴ |
|------------|---|---|--|--|
| 19885 | ADA Ramps, Caldwell | ADA ramps | N/A | N/A |
| 19783 | Bogus Basin Road Safety, Maintenance, and Trailhead, Boise County | Pavement rehabilitation, guardrails, and barriers | Decrease all crashes 61% | N/A |
| 13486 | Colorado and Holly, Signal and Pedestrian Improvements, Nampa | Install traffic signals | Decrease KABC crashes 22% | -2 crashes |

| Key Number | Project ¹ | Counter Measure(s) ² | Expected % change based on CMF data ³ | Expected actual change in crashes ⁴ |
|------------|--|--|--|--|
| RD207-33 | Eagle Road, Amity Road to Victory Road, Meridian | Install bicycle lanes, curb, and gutter | Decrease all crashes 39% | -16 crashes |
| 20799 | I-84, Karcher Road Interchange to Northside Boulevard, Nampa | Widen road | Decrease KABC crashes 30% | -31 crashes |
| 20798 | I-84, Northside Boulevard to Franklin Boulevard, Nampa | Widen road | Decrease KABC crashes 30% | -48 crashes |
| 18830 | I-84, Sign Structures at US 20/26 and I-84B/Centennial Way, Caldwell | Replace ground signs with overhead signs | N/A | N/A |
| 18833 | ITS, SH-55 (Eagle Road) Signal Equipment Upgrades, Ada County | Signal upgrades | N/A | N/A |
| 20782 | ITS, Smart Arterial Management, Ada County | Signal upgrades | N/A | N/A |
| 13492 | Linder Road and Deer Flat Road Intersection, Kuna | Install bicycle lanes, curb, and gutter | Decrease all crashes 29% | -10 crashes |
| RD213-16 | Linder Road, Franklin Road to Pine Avenue, Meridian | Install bicycle lanes, curb, and gutter | Decrease all crashes 39% | -15 crashes |
| RD202-18 | Linder Road, Ustick Road to McMillan Road, Meridian | Install bicycle lanes, curb, and gutter | Decrease all crashes 39% | -7 crashes |
| 20613 | Lone Star Road and Middleton Road, Intersection Improvements, Nampa | Install traffic signals | Decrease KABC crashes 22% | -<1 crash |
| 20430 | Middleton Road and Cornell Street, Intersection Improvements, Middleton | Convert to mini-roundabout | Decrease KABC crashes 18% | -1 crashes |
| 13487 | Middleton Road and Ustick Road Roundabout, Caldwell | Install roundabout | Decrease KABC crashes 35% | -4 crashes |
| 13916 | Pathway, Dry Creek Trail and Underpass, Eagle | Bicycle & pedestrian underpass | N/A | N/A |
| 20639 | Pathway, Fairview Avenue Greenbelt Ramp, Boise | New multi-use ramp to greenbelt | N/A | N/A |
| 19828 | Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian | Multi-use pathway and pedestrian bridge | N/A | N/A |
| 20076 | Pathway, Indian Creek, 4 th Avenue to the Greenbelt, Caldwell | Multi-use pathway, pedestrian bridges, and crosswalk | N/A | N/A |
| 20141 | Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa | Multi-use pathway | N/A | N/A |
| 19855 | Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa | Install bicycle lanes and bicycle boulevard, crosswalks, and pedestrian hybrid beacons | Decrease all crashes 75% | -34 crashes |

| Key Number | Project ¹ | Counter Measure(s) ² | Expected % change based on CMF data ³ | Expected actual change in crashes ⁴ |
|------------|--|--|--|--|
| 19959 | Pedestrian Improvements, Historic North Nampa Pathway, Nampa | Install bicycle boulevard and Rectangular Rapid Flash Beacons | Decrease all crashes 55% | -3 crashes |
| 20143 | Pedestrian Improvements, Main St, Avenue A to Avenue C, Kuna | Improvements include crosswalks, bulb-outs, and lighting | N/A | N/A |
| 20692 | Railroad Crossing, 11 th Avenue North, Nampa | Add flashing lights | Decrease all crashes 77% | -10 crashes |
| 19461 | Railroad Crossing, Academy Road, Greenleaf | New planking and rail crossing signs | N/A | N/A |
| 20537 | Railroad Crossing, Benjamin Lane, Boise | Install crossing signal | Decrease all crashes 79% | N/A |
| 20355 | Railroad Crossing, Look Lane, Caldwell | Add signal and gates | Decrease all crashes 98% | N/A |
| 19875 | Railroad Crossing, North Linder Road, Meridian | Add signals and gates | Decrease all crashes 99% | -1 crash |
| 19627 | Railroad Crossing, SH-19 and Roedel Avenue, Caldwell | Install cantilever signals and repair crossing surface | N/A | N/A |
| 20014 | Railroad Crossing, South Black Cat Road, Ada County | Add signals and gates | Decrease all crashes 99% | -1 crashes |
| 20249 | Safety Improvements at 62 Intersections, Canyon County | Install larger stop signs, stop bars, and advance warning signs | N/A | N/A |
| 18872 | SH-16 and Beacon Light Road, Intersection Improvements, Ada County | Install traffic signal and right turn lanes | Decrease KABC crashes 50% | -9 crashes |
| 20428 | SH-21, Technology Way to Surprise Way, Boise | Install median and pave shoulders | Decrease KABC crashes 79% | -20 crashes |
| 13476 | SH-44 (State Street) and SH-55 (Eagle Road) Intersection, ½ CFI, Eagle | Construct ½ CFI | N/A | N/A |
| 13349 | SH-55 (Eagle Road), Meridian Towne Center, Meridian | Widen road | Decrease KABC crashes 26% | -157 crashes |
| 20174 | SH-55 (Karcher Road) and Florida Avenue Intersection, Caldwell | Install "thru-U" intersection | Decrease KABC crashes 62% | -11 crashes |
| 19997 | SH-69 (Meridian Road), Hubbard and Lake Hazel Roads, Signals, Kuna | Install traffic signals | Decrease KABC crashes 60% | -18 crashes |
| 20167 | Smith Avenue and Middleton Road, Signals, Nampa | Install a traffic signal, crosswalks, and add turn lanes | Decrease all crashes 81% | -20 crashes |
| 13481 | State Street and Collister Drive Intersection, Boise | Install dedicated turn lanes, additional through-lanes, medians, and bicycle lanes | Decrease KABC crashes 79% | -28 crashes |

| Key Number | Project ¹ | Counter Measure(s) ² | Expected % change based on CMF data ³ | Expected actual change in crashes ⁴ |
|--------------------------------------|--|--|--|--|
| 20275 | State Street Lighting, 16 th Street to 23 rd Street, Boise | Install street lighting | Decrease nighttime KABC crashes 32% | -1 crash |
| 19131 | Transit – Capital, Safety, and Security, Boise Area | Safety and security | N/A | N/A |
| 18852 | US 20/26 and Farmway/Kent Ranch Road Intersection, west of Caldwell | Add turn lane and add flashing beacons to existing warning signs | Decrease all crashes 32% | -6 crashes |
| 19415 | US 20/26 Intersection Improvements, Canyon County | Add turn lanes and pave shoulders | Decrease all crashes 36% | -13 crashes |
| RD202-35 | Ustick Road, Linder Road to Meridian Road, Meridian | Install bicycle lanes, curb and gutter | Decrease all crashes 39% | -26 crashes |
| RD202-37 | Ustick Road, Meridian Road to Locust Grove Road, Meridian | Install bicycle lanes, curb and gutter | Decrease all crashes 39% | -59 crashes |
| Total Projected Reduction in Crashes | | | | -552 crashes |

1. Only safety projects with construction in the first 5 years of the TIP are included in this table.
 2. Only countermeasures that have Crash Modification Factors applied are listed here, unless project has no CMFs.
 3. CMF= Crash Modification Factors from a federal clearinghouse.
 4. Based on crash history.
- K= Fatal crash; A= Serious injury; B= Minor injury; C= Possible injury; O= Property damage
 "All" crashes= K+A+B+C+O

IV. AIR QUALITY CONFORMITY

The Interagency Consultation Committee (ICC) approved the assumptions and methodologies employed in the development of the regional emissions analyses in demonstration on June 14, 2017. The roadway project listed was also approved by the ICC on June 14, 2017. A complete listing of 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*¹⁴ 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 FY2018-2022 TIP. The complete air quality conformity demonstration, *Conformity Demonstration for the FY2018-2022 Regional Transportation Improvement Program and Amended Communities in Motion 2040*, Report Number 02-2018, is provided under separate cover and can be found online.¹⁵

V. LOCAL PLANNING ACTIVITIES

¹⁴ http://www.deq.idaho.gov/media/971222-ada_county_pm10_sip_0213.pdf

¹⁵ <http://www.compassidaho.org/prodserv/aq-demo.htm>

Finding. *Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten Year Update*¹⁴ 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 FY2018-2022 TIP. The complete air quality conformity demonstration, *Conformity Demonstration for the FY2018-2022 Regional Transportation Improvement Program and Amended Communities in Motion 2040*, Report Number 02-2018, is provided under separate cover and can be found online.¹⁵

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 were consulted in preparing this TIP:

2017-2021 Integrated Five-Year Work Plan, ACHD, October 2016.

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

Campus Master Plan, adopted by Boise State University, January 2016.

Communities in Motion 2040, regional long-range transportation plan for Ada and Canyon Counties, adopted by the COMPASS Board of Directors, July 2014.

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

Draft 2018-2022 Integrated Five-Year Work Plan, ACHD.

FY18 to FY24 Idaho Transportation Investment Program (ITIP), Draft for Public Comment, ITD, July 2017.

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, April 2008.

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

¹⁴ http://www.deq.idaho.gov/media/971222-ada_county_pm10_sip_0213.pdf

¹⁵ <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 Environmental Protection Agency (EPA), September 2012.

Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update, submitted to EPA, March 2013¹⁶.

State Street Corridor Strategic Plan, adopted by ACHD Commission and City of Boise, February 2004.

Transportation Service Coordination Plan for Ada and Canyon Counties (3D Local Mobility Management Network Plan), approved by the COMPASS Board, October 2014.

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 (FY2013-2018) Two-Year Update, approved by the VRT Board of Directors, January 2015.

VI. FUNDING CATEGORIES

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

Federal and state funding combined allows the state to preserve and improve the current transportation system. What follows in Table 4 is a brief description of those funding sources. The funding type or abbreviation correlate to the funding source found in the List of Projects provided in Appendix A.

COMPASS staff created a funding fact sheet¹⁷ titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below, including definitions of transportation acronyms.

¹⁶ On May 17, 2013, EPA announced receipt of the maintenance plan and issued determination of adequacy of the motor vehicle emission budgets for transportation conformity purposes.

¹⁷ http://www.compassidaho.org/documents/prodserv/trans/funding_source_factsheet.pdf

Table 7: Funding Sources and Uses

| Funding type* | What it's used for | Example | Who can use this funding in Ada/Canyon Counties** |
|--|--|---|--|
| Bridge (Local) | Replacing or rehabilitating local (non ITD) bridges. | Fixing a current bridge or replacing an old bridge with a new one. | Local highway districts or cities |
| Bridge Preservation | Rehabilitating or repairing bridges. | Repairing the road surface of a bridge. | ITD |
| Bridge Restoration | Replacing an old bridge with a new one. | Replacing an old bridge with a new one. | ITD |
| Community Development Block Grant (CDBG) | Enhance quality of living in communities. (Managed by the US Department of Housing and Development) | Downtown revitalization. | Cities |
| Early Development | Preparing for future projects. | Starting design of a large project. | ITD |
| Federal Rail | Projects that enhance transportation safety at railroad crossings using federal funds. | Rebuild railroad crossing and add crossing arms. | Any |
| FLAP (Federal Lands Access Program) | Projects that enhance access to federal lands. Program managed by the Western Federal Lands division of the US Department of Transportation. | Improvements to Bogus Basin Road. | Any |
| Freight | Projects that enhance the movement of freight on interstates and the National Highway System. | Improvements to a port of entry. | ITD |
| FTA 5303 | FTA funding for metropolitan planning. | Funding for COMPASS to conduct regional transportation planning. | COMPASS |
| FTA 5307 LU | Planning, developing, improving, and operating public transportation services in large urban areas with a population over 200,000. | Purchasing new buses, paying operating costs, such as fuel and drivers' salaries. | Public transportation providers in the Boise Urbanized Area (generally, northern Ada County) |
| FTA 5307 SU | Planning, developing, improving, and operating public transportation services in small urban areas with a population between 50,000 and 200,000. | Purchasing new buses, pay operating costs, such as fuel and drivers' salaries. | Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County) |

| Funding type* | What it's used for | Example | Whose can use this funding in Ada/Canyon Counties** |
|---|--|---|--|
| FTA 5310 LU | Public transportation services and equipment that directly benefit the elderly and people with disabilities in large urban areas with a population over 200,000. | Purchasing buses or vans for senior centers. | Public transportation providers in the Boise Urbanized Area (generally, northern Ada County) |
| FTA 5310 R | Public transportation services and equipment that directly benefit the elderly and people with disabilities in rural areas with a population less than 50,000. | Purchasing buses or vans for senior centers. | Public transportation providers outside of the Boise and Nampa Urbanized Areas |
| FTA 5310 SU | Public transportation services and equipment that directly benefit the elderly and people with disabilities in small urban areas with a population between 50,000 and 200,000. | Purchasing buses or vans for senior centers. | Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County) |
| FTA 5311 | Planning, developing, improving, and operating public transportation services in areas with a population less than 50,000. | Purchasing new buses or paying operating costs, such as fuel and drivers' salaries. | Public transportation providers outside of the Boise and Nampa Urbanized Areas |
| FTA 5339 LU | Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in large urban areas with a population over 200,000. | Purchasing buses or building bus shelters. | Public transportation providers in the Boise Urbanized Area (generally, northern Ada County) |
| FTA 5339 R | Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in areas with a population less than 50,000. | Purchasing buses or building bus shelters. | Public transportation providers outside of the Boise and Nampa Urbanized Areas |
| FTA 5339 SU | Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in small urban areas with a population between 50,000 and 200,000. | Purchasing buses or building bus shelters. | Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County) |
| Highway Safety Improvement Program (HSIP) | A project that improves safety on state managed roadways. | Adding rumblestrips along the side of a road. | ITD |

| Funding type* | What it's used for | Example | Whose can use this funding in Ada/Canyon Counties** |
|---|--|--|--|
| Highway Safety Improvement Program (HSIP) (Local) | A project that improves safety on locally managed roadways. | Adding safety lighting along a corridor. | Local highway districts or cities |
| Local Participating | A project that is primarily federally funded, but the sponsoring agency (and/or others) pay more than the minimum required match. Thus, the local agencies are "participating" in the funding. | Any project where the sponsoring agency (and/or others) chooses to pay more than the minimum to help make the project more competitive when projects are selected for funding. | Any |
| Non-Participating (Local) | A locally-funded project that could eventually be funded with federal funds. | Overlay on a local road. | Local highway districts or cities |
| Local (Regionally Significant) | Locally funded projects (no state or federal funds) that are included in the TIP because they meet the definition of "regionally significant" from an air quality standpoint. | Adding an additional traffic lane between two intersections on a major roadway, using local (not state or federal) funds. | Local highway districts or cities |
| Metropolitan Planning | FHWA funding for metropolitan planning. | Funding COMPASS to conduct regional transportation planning. | COMPASS |
| Pavement Preservation | Preventive maintenance on roadways. | Chip sealing. | ITD |
| Restoration | Replacing roads that are no longer repairable. | Rebuilding a road. | ITD |
| Sales Tax Anticipated Revenue (STAR) | Refunding money to a developer who pays for transportation improvements up front. Refunds come from anticipated sales tax generated by the new development. | Improvements funded by a developer, such as widening a road to accommodate increased traffic at a new shopping mall. | Private Developers |
| Surface Transportation Program – Rural (STP – R) | Mainly roadway projects in small towns and rural areas with populations under 5,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more. | Nearly any type of road construction project, including projects such as road widening or chip sealing. | Jurisdictions in areas with populations under 5,000. |
| Surface Transportation Program – Urban (STP – U) | Mainly roadway projects in urbanized areas with populations between 5,000 and 200,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more. | Nearly any type of road construction project, including projects such as road widening or chip sealing. | Jurisdictions in the Nampa Urbanized Area. |

| Funding type* | What it's used for | Example | Whose can use this funding in Ada/Canyon Counties** |
|---|--|---|--|
| Surface Transportation Program – Transportation Management Area (STP – TMA) | Mainly roadway projects in urbanized areas of 200,000 or greater population. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more. | Nearly any type of road construction project, including projects such as road widening or chip sealing. | Generally jurisdictions in the Boise Urbanized Area |
| State Rail | Projects that enhance transportation safety at railroad crossings using state funds. | Rebuild railroad crossing and add crossing arms. | ITD |
| Strategic Initiatives | Funding set aside to address safety, mobility, and economic issues. Funding is available on a competitive basis statewide. | District funding is usually used for safety projects, such as turn lanes and traffic signals. Statewide competitive funds are mainly used for large projects with safety issues or economic development opportunities, such as building a new overpass, that are too expensive to be funded with other sources. | ITD |
| Systems Planning | Project to study a corridor for possible future improvements. | Corridor study on a major highway. | ITD |
| System Support | Projects that support the integrity of the state-owned transportation system. | Building ramps along a state-owned roadway at Americans with Disabilities (ADA) standards. | Any local transportation agency, city, or county |
| Traffic Operations | Improvements to existing roads to improve flow or enhance safety | Painting stripes down the side of a road. | ITD |
| Transportation Alternatives Program State (TAP – State) | Projects that support “alternative” (non-auto) transportation options. | Building a walking or biking path. | Any local transportation agency, city, or county (including jurisdictions in the Boise Urbanized Area) |

| Funding type* | What it's used for | Example | Whose can use this funding in Ada/Canyon Counties** |
|--|---|------------------------------------|--|
| Transportation Alternatives Program – Transportation Management Area (TAP – TMA) | Projects that support “alternative” (non-auto) transportation options in urbanized areas of 200,000 or greater population. Note that while these funds are set aside for use in the TMA, entities in the TMA may also apply for non-TMA TAP funds. | Building a walking or biking path. | Generally, jurisdictions in the Boise Urbanized Area |

**Funding Type*: In most cases, ITD combines state and federal funds into “pots” of funding based on types of projects. This table includes these funding “pots,” such as a bridge preservation fund, as well as specific federal funding sources (e.g., “Surface Transportation Program – Urban”).

***Who can use this funding?*: Many types of funding are designated for specific uses, by specific types of agencies, for specific types of areas (e.g., rural vs urban). The information in this column shows the types of agencies within Ada and Canyon Counties who may apply for particular types of funding for particular types of projects. With the exception of TMA funds, all other funding sources can be used by other appropriate agencies throughout Idaho as well, based on funding definitions.

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 FY2018-2022 Regional Transportation Improvement Program*, Report Number 02-2018¹⁴.

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 development 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. Financial constraint is required by federal law and guidance, 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 broader implication that funding will be budgeted to improve the transportation system and to maintain and operate that system. Based on

COMPASS' analyses, funding is reasonably available for the projects contained in this document.

COMPASS and ITD use the following funding assumptions to estimate available funds for highways and public transportation programs.

A. Highway Funding Assumptions

The highway funding program establishes individual funding source levels from apportionment levels provided in the Fixing America's Surface Transportation (FAST) Act, the current federal transportation authorization act, 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

Program funding levels for FY2018 through FY2020 are reflective of apportionments in the FAST Act and FY2021 through FY2022 funding levels are flat-lined based on FY2020 apportionments.

Funds in the Project List in Appendix A are shown in year-of-expenditure dollars, meaning the costs are inflated based on anticipated future costs. Inflation is estimated at two percent annually.

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 other states.

Approximately \$25 million in highway-related federal aid in direct cost recovery is redirected annually to state highway system projects.

2. State Funding Assumptions

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 ITD's funding program.

The amount of state highway funding can be impacted by legislation passed in any given year. 2017 was an active year for the Idaho Legislature. The highlights include:

- House Bill 20, removing the additional \$75 fee for hybrid vehicles unless the hybrid is identified as a "plugin" hybrid. House Bill 20 reduced annual transportation revenue to ITD by approximately \$600,000 dollars.

- Senate Bill 1043 allows agricultural vehicles to be moved without having to obtain an over-legal permit. This bill reduced annual transportation revenue by \$54,000.
- House Bill 334 added a category to the Strategic Initiatives Program fund relating to child pedestrian safety on the state and local systems.
- One of the most important pieces of legislation in 2017 was Senate Bill 1206, which:
 - Authorized up to \$300 million in new GARVEE bonds to fund projects selected by the Idaho Transportation Board.
 - Created a new Transportation Expansion and Congestion Mitigation (TECM) program and fund to improve traffic flow and State Highway system capacity.

The TECM Program will be funded by transferring to the TECM fund one percent of the State Sales tax after revenue sharing to local entities and distribution of Cigarette Tax after all other distributions have been completed. The forecasted TECM funding levels for FY2018 through FY2022 range from \$16.7 million to \$20.3 million annually.

- Senate Bill 1206 also extended General Fund Surplus transfers by two years, directing them to the Strategic Initiatives Program Fund. Sixty percent of these funds will be distributed to ITD and 40 percent will be distributed to local projects administered by the Local Highway Technical Assistance Council (LHTAC). The amount to be transferred after the end of FY2017 is \$27.5 million.

Including new highway user revenue and other funding generated by bills passed during the 2017 legislative session, the estimated state funding for FY2018 through FY2022 available for highway capital construction ranges from \$109.9 million to \$151 million annually.

3. GARVEE Bonding Assumptions

GARVEE bonds are revenue bonds that do not pledge the full faith and credit of the state. Idaho Code allows no more than 30% of ITD's federal apportionment to be used for debt service. The department uses federal highway revenue to repay the bonds.

Prior to FY2017, the Idaho Legislature authorized the department to secure financing to fund \$857 million of infrastructure improvements in the GARVEE program. Projects funded by those pre-FY2017 authorizations were completed and closed-out during FY2016.

In March 2017, the Idaho Legislature authorized the issuance of up to \$300 million in new GARVEE bonds to fund additional projects to be selected by the Idaho Transportation Board.

Estimated debt service on \$300 million in additional bonds is approximately \$24.0 million annually. The total annual debt service, including \$300 million of additional bonds, is approximately \$82.2 million (\$75.8 million federal funds, \$6.4 million state matching funds).

B. Public Transportation Funding Assumptions

ITD is the direct recipient of Federal Transit Administration (FTA) funding for rural and some small urban programs, and Valley Regional Transit is the direct recipient for large urban and some small urban program. These funds support fixed route and paratransit services, transportation services for the elderly and people with disabilities, bus and bus facilities programs and general operations and maintenance of the public transportation system in Ada and Canyon Counties.

Under the FAST Act, estimated federal funding for these rural and small urban programs total \$11.8 million in FY2018, with a two percent increase each year through FY2020.

Estimated funding under the FAST Act for non-ITD recipients (transit service providers in the urbanized areas) is estimated to be \$10.8 million in FY2018, with a two-percent increase each year through FY2020.

Dedicated state funds of \$312,000 annually are available for vehicle replacement needs under the Vehicle Investment Program (VIP), and are awarded through a statewide competitive application process.

C. Reference to Metropolitan Planning Organizations (MPO)

The STIP 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.

ITD extended the horizon year of the STIP to FY2024. The COMPASS TIP reports the same information; however, the TIP horizon is FY2022 and includes data for FY2023 and FY2024 in a category called preliminary development, or "PD."

Financial Status of ITD Projects

The FY2018-2024 STIP 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 49.9% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, and 49.5% 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 0.6% 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 (Table 5) 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 FY2018.

Table 8: FY2018 Appropriation - HB314 and HB320

(Amounts in \$ millions – sums may not add, due to rounding)

| Fund Sources | State | Federal | Other | Total |
|---|--------------|----------------|--------------|--------------|
| Distribution of Highway User Revenue to ITD (highway distribution account, ethanol and new revenue) | 274.5 | - | - | 274.5 |
| Cigarette Tax – for state highway maintenance, construction, right-of-way | 2.9 | - | - | 2.9 |
| Cigarette Tax – for Debt Service | 4.7 | - | - | 4.7 |
| Strategic Initiatives Program Fund – interest earnings | 0.1 | - | - | 0.1 |
| Aviation Fuel Tax | 2.1 | - | - | 2.1 |
| Federal | - | 321.7 | - | 321.7 |
| Local match | - | - | 4.0 | 4.0 |
| Services for State Agencies | - | - | 0.2 | 0.2 |
| Miscellaneous State | 43.2 | - | - | 43.2 |
| Prior Year Federal Obligated – Unspent (federal spending authority) | - | 43.4 | - | 43.4 |
| Cash Adjustment | 27.6 | - | - | 27.6 |
| Total Fund Sources | 355.2 | 365.1 | 4.2 | 724.5 |

| Expenditures | | | | |
|--|--------------|--------------|------------|--------------|
| Personnel | 117.3 | 14.2 | 0.3 | 131.8 |
| Operating | 78.8 | 8.7 | 0.2 | 87.8 |
| Capital Facilities | 5.9 | - | - | 5.9 |
| Equipment | 27.2 | - | - | 27.2 |
| Sub-Grantee (pass-through) | 1.5 | 20.3 | - | 21.8 |
| Contract Construction and Right-of-Way Acquisition | 118.8 | 268.4 | 3.7 | 390.8 |
| Total Expenditures (spending authority) | 349.5 | 311.5 | 4.2 | 665.2 |

| | | | | |
|---------------------|-----|------|---|------|
| Debt Service | 4.5 | 53.7 | - | 58.2 |
|---------------------|-----|------|---|------|

| | | | | |
|------------------------------|-------|-------|-----|-------|
| Total Program Funding | 354.0 | 365.2 | 4.2 | 723.4 |
|------------------------------|-------|-------|-----|-------|

| | | | | |
|--|-----|-------|-------|-----|
| Funds in Excess of Appropriation (Appropriation in Excess of Funds) | 1.3 | (0.2) | (0.0) | 1.1 |
|--|-----|-------|-------|-----|

Highway Distribution Account (HDA) revenue is obtained from various sources and distributed to multiple agencies. ITD's revenue forecast (Table 6) provides the summary of how these funds are forecasted for FY2018.

Table 9: Highway User Revenue - FY2018

Based on August 2016 Forecast

New Revenue is the result of 2015 Legislation (H312)

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

| Revenue Sources | *HDA | New Revenue | Total |
|---|--------------|--------------|--------------|
| Motor Fuel Taxes | 261.8 | 71.0 | 332.8 |
| less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection | (17.7) | (2.7) | (20.4) |
| less: Ethanol transfer to ITD | (16.4) | - | (16.4) |
| Net Motor Fuel to Distribute | 227.7 | 68.3 | 296.0 |
| Registrations | 106.8 | 34.2 | 141.0 |
| Other | 10.3 | - | 10.3 |
| Net to Distribute | 344.8 | 102.5 | 447.3 |

| Distributions | HDA | New Revenue | Total |
|---|--------------|--------------|--------------|
| ITD (57% HDA) / (60% New Revenue) | 196.6 | 61.5 | 258.1 |
| Ethanol Transfer to ITD | 16.4 | 0.0 | 16.4 |
| Total to ITD | 213.0 | 61.5 | 274.5 |
| Idaho State Police (5% HDA) / (0% New Revenue) | 17.2 | - | 17.2 |
| Locals (38% HDA) / (40% New Revenue) | 131.0 | 41.0 | 172.0 |
| Total Distributions | 344.8 | 102.5 | 447.3 |

| Sub-Allocation of Locals Distribution | HDA | New Revenue | Total |
|---|--------------|-------------|--------------|
| Locals (38% HDA) / (40% New Revenue) | 131.0 | 41.0 | 172.0 |
| Less: LHTAC | (0.4) | (0.1) | (0.5) |
| Net Local to Distribute | 130.6 | 40.9 | 171.5 |
| Cities (30%) | 39.2 | 12.3 | 51.5 |
| Counties and Highway Districts (70%) | 91.4 | 28.6 | 120.0 |

*HDA = Highway Distribution Account

ITD's STIP outlines the department's transportation revenue and expenditures for capital improvement and preservation projects from FY2018 through FY2024. 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 reference 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 7 (below) include the match and federal funds estimated to be available to programmed projects.

Table 10: Available Funding* with Match vs. Programmed Projects (AvP)
 DRAFT FY2018-2022 Idaho Transportation Investment Program

| Idaho Transportation Investment Program (ITIP) | | | | | | | | | | | | |
|--|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|----------------|
| Program Name | Statewide Transportation Improvement Program (STIP) | | | | | | | | | | | |
| | FY2018 | | FY2019 | | FY2020 | | FY2021* | | FY2022* | | FY2023/2024* (PD) | |
| | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program |
| Pavement Preservation (Commerce) | 43,746 | 33,403 | 38,019 | 27,110 | 38,008 | 33,924 | 23,329 | 26,423 | 15,958 | 25,550 | 31,917 | 72,410 |
| Pavement Preservation (Non-Commerce) | 1,499 | 5,270 | 10,336 | 7,352 | 18,000 | 6,232 | 18,000 | 7,674 | 18,000 | 10,125 | 36,000 | 18,251 |
| Restoration | 135,266 | 122,484 | 120,129 | 132,015 | 102,319 | 115,608 | 85,749 | 99,601 | 69,378 | 77,052 | 138,756 | 182,004 |
| SHS Pavements | 180,511 | 161,157 | 168,484 | 166,476 | 158,327 | 155,765 | 127,078 | 133,697 | 103,336 | 112,727 | 206,672 | 272,666 |
| Bridge Preservation | 10,101 | 9,494 | 14,387 | 15,739 | 16,025 | 13,385 | 22,298 | 21,728 | 15,000 | 13,060 | 29,999 | 26,195 |
| Bridge Restoration | 79,256 | 97,758 | 72,267 | 49,641 | 76,031 | 79,284 | 73,190 | 75,988 | 65,000 | 71,062 | 130,000 | 136,711 |
| SHS Bridges | 89,357 | 107,252 | 86,654 | 65,380 | 92,056 | 92,668 | 95,488 | 97,716 | 80,000 | 84,121 | 159,999 | 162,906 |
| Freight | 8,344 | 7,656 | 9,410 | 8,874 | 10,446 | 11,444 | 10,446 | 10,445 | 10,446 | 10,445 | 20,892 | 20,892 |
| Strategic Initiatives (Safety) | | 28,864 | | 23,898 | | 17,766 | | 20,871 | | 80,526 | | 79,043 |
| Strategic Initiatives (Mobility) | | 7,042 | | 23,861 | | 18,794 | | 21,640 | | - | | - |
| Strategic Initiatives Total² | 52,169 | 35,906 | 30,180 | 47,759 | 24,360 | 36,560 | 38,981 | 42,511 | 75,798 | 80,526 | 157,873 | 79,043 |
| SHS CORE | 330,381 | 311,971 | 294,728 | 288,489 | 285,189 | 296,437 | 271,993 | 284,370 | 269,580 | 287,819 | 545,436 | 535,507 |
| Early Development | 765 | 1,325 | 300 | 645 | 250 | 250 | 250 | 50 | - | - | - | - |
| Formula Debt Service + Fees & Interest ¹ | 58,190 | 58,190 | 70,180 | 70,180 | 74,255 | 74,255 | 82,287 | 82,287 | 82,325 | 82,325 | 164,729 | 164,729 |
| System Support | 7,369 | 7,549 | 6,888 | 7,133 | 6,153 | 6,453 | 6,307 | 6,157 | 9,000 | 6,140 | 18,000 | 18,000 |
| HSP LHS | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 3,851 | 3,790 | 3,790 |
| Federal Rail | 1,888 | 2,090 | 1,928 | 1,950 | 1,969 | 2,120 | 1,969 | 2,135 | 1,969 | 1,930 | 3,938 | 2,625 |
| State Rail | 699 | 730 | 250 | 262 | 250 | 280 | 250 | 30 | 250 | 30 | 500 | 60 |
| State Board Unallocated | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 10,000 | 10,000 |
| Other | 77,762 | 78,735 | 88,397 | 89,021 | 96,819 | 97,300 | 105,005 | 104,601 | 107,486 | 104,367 | 215,051 | 213,298 |
| Systems Planning | 889 | 1,289 | 840 | 1,240 | 968 | 1,368 | - | 400 | - | 400 | - | - |
| Metropolitan Planning (MPOs) | 1,813 | 1,813 | 1,852 | 1,852 | 1,895 | 1,895 | 1,895 | 1,895 | 1,895 | 1,895 | 3,790 | 3,790 |
| State Planning and Research | 6,738 | 6,739 | 6,907 | 6,907 | 7,066 | 7,066 | 7,066 | 7,066 | 7,066 | 7,066 | 14,132 | 14,132 |
| Highway Planning | 9,440 | 9,841 | 9,599 | 9,999 | 9,929 | 10,329 | 8,961 | 9,361 | 8,961 | 9,361 | 17,922 | 17,922 |
| Transportation Alternatives (TAP) | 3,953 | 3,948 | 3,933 | 3,488 | 3,822 | 3,822 | 3,822 | 3,822 | 3,822 | 3,822 | 7,644 | 7,644 |
| Congestion Mitigation/Air Quality (CMAQ) | - | - | - | - | - | - | - | - | - | - | - | - |
| Recreational Trails | 1,711 | 1,711 | 1,711 | 1,711 | 1,711 | 1,711 | 1,711 | 1,711 | 1,711 | 1,711 | 3,422 | 3,422 |
| Highway Statewide Competitive | 5,664 | 5,659 | 5,644 | 5,199 | 5,533 | 5,533 | 5,533 | 5,533 | 5,533 | 5,533 | 11,066 | 11,066 |
| STP – Local Urban | 8,668 | 8,668 | 8,718 | 8,718 | 8,748 | 8,749 | 8,748 | 8,746 | 8,748 | 8,748 | 17,496 | 33,747 |
| STP – Transportation Management Area | 10,115 | 10,115 | 10,503 | 10,262 | 10,949 | 11,488 | 10,949 | 11,424 | 10,949 | 11,007 | 21,898 | 13,454 |
| TAP – Transportation Management Area | 480 | 471 | 480 | 478 | 480 | 479 | 480 | 504 | 480 | 456 | 960 | 929 |
| STP – Local Rural | 13,883 | 11,149 | 14,321 | 13,397 | 14,796 | 17,548 | 14,796 | 15,034 | 14,796 | 12,395 | 29,592 | 28,438 |
| Bridge – Local | 5,447 | 4,101 | 5,447 | 5,592 | 5,447 | 3,315 | 5,447 | 7,241 | 5,447 | 927 | 10,894 | 15,902 |
| Bridge – Off System | 4,085 | 8,165 | 4,084 | 4,863 | 4,085 | 3,465 | 4,085 | 2,053 | 4,085 | 11,006 | 8,170 | 5,286 |
| LHTAC Programs | 27,266 | 27,266 | 27,703 | 27,702 | 33,270 | 33,270 | 33,270 | 33,270 | 33,270 | 33,270 | 66,540 | 67,509 |
| Highway Local | 42,678 | 42,669 | 43,553 | 43,310 | 44,505 | 45,043 | 44,505 | 45,003 | 44,505 | 44,539 | 89,010 | 97,754 |
| Highway Federal Formula & State Funds | 465,925 | 448,875 | 441,921 | 436,018 | 441,975 | 454,643 | 435,997 | 448,867 | 436,065 | 451,619 | 878,485 | 875,547 |
| High Priority (SAFETEA-LU) | 4,487 | 4,487 | - | - | - | - | - | - | - | - | - | - |
| High Priority (TEA-21) | 6,969 | 6,969 | 18,426 | 18,426 | - | - | - | - | - | - | - | - |
| Discretionary Earmarks & Applications | 4,625 | 4,625 | 490 | 490 | - | - | - | - | - | - | - | - |
| Emergency Relief | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal Lands Access (FLAP) | 13,898 | 23,192 | 13,898 | 17,363 | 13,898 | 10,370 | 13,898 | - | 13,898 | - | 28,665 | - |
| Indian Reservation Roads | 571 | 571 | 571 | 571 | 545 | 545 | - | - | - | - | - | - |
| Other Federal Non-Formula | 4,811 | 4,811 | 2,152 | 2,152 | 1,862 | 1,862 | 1,862 | 1,862 | 1,862 | 1,862 | 3,200 | 3,200 |
| Highway Other Federal Programs | 35,361 | 44,655 | 35,537 | 39,002 | 16,305 | 12,777 | 15,760 | 1,862 | 15,760 | 1,862 | 31,865 | 3,200 |
| Federal Non-Participating | 238 | 238 | - | - | - | - | - | - | - | - | - | - |
| Local/Private Partnership | 9,788 | 9,788 | 320 | 320 | 1,456 | 1,456 | 435 | 435 | 11,320 | 11,320 | 1,567 | 1,567 |
| Highway Other Programs | 10,026 | 10,026 | 320 | 320 | 1,456 | 1,456 | 435 | 435 | 11,320 | 11,320 | 1,567 | 1,567 |
| GARVEE 2017 Legislative Authorization¹ | 30,500 | 30,500 | 51,500 | 51,500 | 51,500 | 51,500 | 16,500 | 16,500 | - | - | - | - |
| Highways Total | 541,812 | 534,056 | 529,278 | 526,840 | 511,236 | 520,376 | 468,692 | 467,664 | 463,145 | 464,801 | 911,917 | 880,314 |
| Capital | 14,676 | 14,676 | 13,559 | 13,559 | 13,668 | 13,668 | 13,441 | 13,441 | 11,557 | 11,557 | 6,107 | 6,107 |
| Operations | 22,966 | 22,966 | 22,883 | 22,883 | 22,917 | 22,917 | 21,171 | 21,171 | 17,321 | 17,321 | 1,355 | 1,355 |
| Public Transit Total | 37,642 | 37,642 | 36,442 | 36,442 | 36,585 | 36,585 | 34,612 | 34,612 | 28,878 | 28,878 | 7,462 | 7,462 |
| GA – NPIAS Airports | 54,359 | 68,072 | 59,225 | 68,267 | 43,002 | 54,791 | 21,034 | 46,203 | 13,813 | 31,892 | - | - |
| GA – Community Airports | 681 | 681 | 529 | 529 | 706 | 706 | 107 | 107 | 2,469 | 2,469 | - | - |
| Aeronautics Total | 55,041 | 68,753 | 59,754 | 68,795 | 43,708 | 55,498 | 21,141 | 46,310 | 16,283 | 34,361 | - | - |
| Grand Total | 634,495 | 640,451 | 625,474 | 632,077 | 591,529 | 612,458 | 524,445 | 548,586 | 508,306 | 528,040 | 919,379 | 887,776 |

Financial Status of Project Sponsoring Entities

ACHD projects are derived from the agency’s annual Five-Year Work Plan¹⁸, a capital improvement program. The Five-Year Work Plan 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 8. 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 (fuel tax), state sales tax, and impact fees.

The total revenue projection is then divided into two subcategories – Capital Projects and Maintenance and Operations. The amount identified for capital projects serves as the amount available for the Five-Year Work Plan and matches the revenue column in Table 9. 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 began impacting Highway Distribution Account payments to cities and highway districts in FY2016 and is intended to provide for better maintenance of Idaho streets and highways. The increase is reflected in Tables 9, 11, and 13.

Table 11: Ada County Highway District Budget History, 2012-2016

| Year | Beginning Balance | Total Income | Disbursements | Receipts over Disbursements | Closing Fund Balance | Obligated for Projects – Highway User Revenue | Retained for Operations – Highway User Revenue |
|------|-------------------|---------------|---------------|-----------------------------|----------------------|---|--|
| 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 |
| 2016 | \$1,252,313 | \$105,197,558 | \$90,099,462 | \$15,098,096 | \$16,350,409 | \$16,350,409 | \$0 |

Source: Local Government Road and Street Finance Reports, 2012 - 2016

¹⁸ <http://www.achdidaho.org/Departments/PP/5Year.aspx>

Table 12: Ada County Highway District Budget Program, FY2018-FY2022 Projected Revenues and Expenditures for Capital Projects

| Year | Programmed | Revenue | Reimbursements | Total Revenue | Difference |
|-------|---------------|---------------|----------------|---------------|---------------|
| 2018 | \$60,606,900 | \$51,582,400 | \$9,024,500 | \$60,606,900 | \$0 |
| 2019 | \$48,867,100 | \$46,896,400 | \$1,968,700 | \$48,865,100 | -\$2,000 |
| 2020 | \$51,806,000 | \$44,387,000 | \$970,000 | \$45,357,000 | -\$6,449,000 |
| 2021 | \$53,635,400 | \$44,780,000 | \$670,000 | \$45,450,000 | -\$8,185,400 |
| 2022 | \$54,767,000 | \$45,160,000 | \$0 | \$45,160,000 | -\$9,607,000 |
| PD* | \$103,102,500 | \$91,452,000 | \$250,000 | \$91,702,000 | -\$11,400,500 |
| Total | \$372,784,900 | \$324,257,800 | \$12,883,200 | \$337,141,000 | -\$35,643,900 |

Source: Ada County Highway District draft Integrated Five Year Work Plan FY2018-2022 (August 2017 draft).

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

City mayors, city councils, and the highway district commissioners 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 obligate all or part of their closing fund balance for future projects or operations expenses. Tables 10 – 13 provide historical and projected financial statistics for the urban and rural portions¹⁶ of Canyon County as a summary. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 13: Nampa Urbanized Area Cities and Highway Districts Budget History, 2012-2016

| Year | Beginning Balance | Total Income | Disbursements | Receipts over Disbursements | Closing Fund Balance | Obligated for Projects – Highway User Revenue | Retained for Operations – Highway User Revenue |
|------|-------------------|--------------|---------------|-----------------------------|----------------------|---|--|
| 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 |
| 2016 | \$17,947,520 | \$39,510,297 | \$35,398,077 | \$4,112,220 | \$22,071,254 | \$8,216,343 | \$377,723 |

Source: Local Government Road and Street Finance Reports, 2012 – 2016

Table 14: Nampa Urbanized Area Cities and Highway Districts Budget Projections, 2017-2021

| Year | Total Income | Disbursements | Receipts over Disbursements |
|------|--------------|---------------|-----------------------------|
| 2017 | \$42,253,484 | \$41,175,509 | \$1,077,975 |
| 2018 | \$45,575,707 | \$43,938,556 | \$1,637,151 |
| 2019 | \$49,307,831 | \$46,625,027 | \$2,682,804 |
| 2020 | \$53,298,568 | \$49,704,903 | \$3,593,665 |
| 2021 | \$57,387,575 | \$54,042,353 | \$3,345,222 |

Source: Extrapolated from Local Government Road and Street Finance Reports, 2012-2016, using 5-year average of year-to-year changes in total income and income-to-disbursement ratios.

Table 15: Other Canyon County Cities and Highway Districts Budget History, 2012-2016

| Year | Beginning Balance | Total Income | Disbursements | Receipts over Disbursements | Closing Fund Balance | Obligated for Projects – Highway User Revenue | Retained for Operations – Highway User Revenue |
|------|-------------------|--------------|---------------|-----------------------------|----------------------|---|--|
| 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 |
| 2016 | \$2,282,598 | \$4,729,726 | \$4,413,620 | \$316,106 | \$2,599,195 | \$1,995,840 | \$603,295 |

Source: Local Government Road and Street Finance Reports, 2012 - 2016

Table 16: Other Canyon County Cities and Highway Districts Budget Projections, 2017-2021

| Year | Total Income | Disbursements | Receipts over Disbursements |
|------|--------------|---------------|-----------------------------|
| 2017 | \$4,913,633 | \$5,022,521 | (\$108,888) |
| 2018 | \$4,989,962 | \$5,074,606 | (\$84,644) |
| 2019 | \$5,161,695 | \$5,164,897 | (\$3,202) |
| 2020 | \$5,405,882 | \$5,379,415 | \$26,467 |
| 2021 | \$5,617,766 | \$5,575,946 | \$41,820 |

Source: Extrapolated from Local Government Road and Street Finance Reports, 2012-2016, using 5-year average of year-to-year changes in total income and income-to-disbursement ratios.

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. Tables 14 and 15 provide historical and projected financial statistics for VRT.

Table 17: Valley Regional Transit Budget History, 2012-2016

| Year | Beginning Balance | Total Income | Disbursements | Closing Fund Balance |
|------|-------------------|--------------|---------------|----------------------|
| 2012 | \$7,498,205 | \$21,690,241 | \$11,802,650 | \$17,385,796 |
| 2013 | \$17,385,796 | \$14,156,747 | \$12,481,144 | \$19,061,399 |
| 2014 | \$19,061,399 | \$18,513,847 | \$13,497,568 | \$24,077,678 |
| 2015 | \$23,466,249* | \$21,464,792 | \$14,860,961 | \$30,070,080 |
| 2016 | \$30,070,080 | \$20,474,206 | \$17,368,105 | \$33,176,181 |

*Note: Required restatement of beginning balance due to implementation of GASB 68.

Source: Valley Regional Transit Financial Statements FY2012 to FY2016.

Table 18: Valley Regional Transit Budget Projections, 2017-2020

| Year | Beginning Balance | Total Income | Disbursements | Closing Fund Balance |
|------|-------------------|--------------|---------------|----------------------|
| 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 16 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 19: COMPASS Region Available vs. Programmed Funding

(All amounts shown in \$1,000, most including required local match) (Shown in year of expenditure – inflated)

| Funding Source | 2018 | | 2019 | | 2020 | | 2021 | | 2022 | | PD* | |
|--------------------------------|---------------|---------------|----------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|----------------|
| | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed |
| Bridge (Local) | 500 | 500 | 0 | 0 | 152 | 152 | 0 | 0 | 0 | 0 | 6,497 | 6,497 |
| Bridge State | 0 | 0 | 5,118 | 5,118 | 5,100 | 5,100 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fed RRX | 1,111 | 1,111 | 601 | 601 | 540 | 540 | 265 | 265 | 336 | 336 | 495 | 495 |
| FLAP | 4,633 | 4,633 | 364 | 364 | 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 | 3,327 | 3,293 | 3,458 | 3,293 | 3,503 | 3,293 | 3,503 | 3,293 | 3,293 | 3,293 | 3,293 |
| **FTA 5307 SU*** | 2,405 | 3,341 | 2,405 | 2,119 | 2,405 | 2,357 | 2,405 | 2,357 | 2,405 | 2,357 | 2,405 | 2,604 |
| **FTA 5310 LU*** | 269 | 538 | 269 | 269 | 269 | 269 | 269 | 269 | 269 | 0 | 269 | 0 |
| **FTA 5310 SU*** | 226 | 453 | 226 | 226 | 226 | 226 | 226 | 226 | 226 | 0 | 226 | 0 |
| **FTA 5339 LU*** | 315 | 630 | 315 | 337 | 315 | 375 | 315 | 375 | 315 | 315 | 315 | 315 |
| **FTA 5339 SU | 232 | 232 | 232 | 232 | 232 | 232 | 232 | 232 | 232 | 0 | 232 | 0 |
| GARVEE 2017 | 30,500 | 30,500 | 51,500 | 51,500 | 51,500 | 51,500 | 16,500 | 16,500 | 0 | 0 | 0 | 0 |
| HSIP | 8,465 | 8,465 | 1,785 | 1,785 | 4,080 | 4,080 | 8,364 | 8,364 | 15,147 | 15,147 | 37,638 | 37,638 |
| HSIP (Local) | 399 | 399 | 740 | 740 | 1,363 | 1,363 | 256 | 256 | 0 | 0 | 0 | 0 |
| IM | 1,859 | 1,859 | 449 | 449 | 5,100 | 5,100 | 7,874 | 7,874 | 0 | 0 | 11,220 | 11,220 |
| Local (Regionally Significant) | 1,451 | 1,451 | 11,241 | 11,241 | 8,354 | 8,354 | 8,105 | 8,105 | 0 | 0 | 10,425 | 10,425 |
| Local Participating | 812 | 812 | 142 | 142 | 266 | 266 | 117 | 117 | 0 | 0 | 135 | 135 |
| Metropolitan Planning | 1,147 | 1,147 | 1,172 | 1,172 | 1,199 | 1,199 | 1,199 | 1,199 | 1,199 | 1,199 | 0 | 0 |
| NHPP | 1,757 | 1,757 | 0 | 0 | 3,135 | 3,135 | 8,639 | 8,639 | 15,300 | 15,300 | 11,067 | 11,067 |
| Non-Participating (Local) | 185 | 185 | 357 | 357 | 1,249 | 1,249 | 357 | 357 | 357 | 357 | 612 | 612 |
| STAR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,100 | 5,100 | 0 | 0 |
| State | 5,593 | 5,593 | 2,565 | 2,565 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STP-R | 0 | 0 | 432 | 432 | 3,157 | 3,157 | 0 | 0 | 0 | 0 | 2,151 | 2,151 |
| STP-State | 15 | 15 | 5,304 | 5,304 | 1,285 | 1,285 | 0 | 0 | 0 | 0 | 0 | 0 |
| STP-TMA | 10,115 | 10,115 | 10,503 | 10,341 | 10,949 | 10,720 | 10,949 | 10,499 | 10,949 | 10,307 | 21,898 | 19,867 |
| STP-U | 2,765 | 2,765 | 154 | 154 | 4,416 | 4,416 | 3,432 | 3,432 | 0 | 0 | 5,357 | 5,357 |
| TAP-TMA | 480 | 480 | 480 | 479 | 480 | 469 | 480 | 461 | 480 | 453 | 880 | 881 |
| TAP-Urban | 72 | 72 | 699 | 699 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 78,871 | 80,652 | 100,618 | 100,356 | 109,337 | 109,319 | 73,549 | 73,302 | 55,880 | 54,436 | 115,115 | 112,557 |

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

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

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

Gray Highlight = programs managed by COMPASS or VRT.

Table created on 10/11/2017.

Local agencies may over-program local federal allocations. 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 17.

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 20: 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 included)

| Year | Total Programmed Funds | Amount Allocated to Roadway Solutions | Amount Allocated to Alternative Solutions | Amount Allocated to Air Quality | Amount Allocated to Other | Percent to Roadways | Percent to Alternative Solutions | Percent to Air Quality | Percent to Other |
|--------------|------------------------|---------------------------------------|---|---------------------------------|---------------------------|---------------------|----------------------------------|------------------------|------------------|
| 2018 | 85,538 | 67,882 | 15,437 | 331 | 1,889 | 79.36% | 18.05% | 0.39% | 2.21% |
| 2019 | 104,461 | 88,210 | 13,982 | 241 | 2,029 | 84.44% | 13.38% | 0.23% | 1.94% |
| 2020 | 113,129 | 95,127 | 15,885 | 14 | 2,102 | 84.09% | 14.04% | 0.01% | 1.86% |
| 2021 | 76,422 | 58,392 | 15,402 | 0 | 2,629 | 76.41% | 20.15% | 0.00% | 3.44% |
| 2022 | 56,926 | 44,545 | 10,548 | 0 | 1,833 | 78.25% | 18.53% | 0.00% | 3.22% |
| PD | 114,778 | 95,236 | 18,400 | 591 | 552 | 82.97% | 16.03% | 0.51% | 0.48% |
| Total | 551,254 | 449,392 | 89,654 | 1,177 | 11,034 | 80.92% | 16.70% | 0.19% | 2.19% |

Table created on 10/11/2017.

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).

FY2018-2022 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

COMPASS PM:

Federal PM

Requesting Agency: City of Caldwell

Project Year: 2019

Total Previous Expenditures: \$516

Total Programmed Cost: \$2,443

Total Cost (Prev. + Prog.) \$2,959

Project Description : Replace bridge on 10th Avenue over Indian Creek in the City of Caldwell. Work includes a bicycle and pedestrian tunnel under the bridge.



| Funding Source | | STP-U | Program | | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 30 | 0 | 0 | 0 | 0 | 0 | 30 | 28 | 2 |
| 2019 | 0 | 0 | 0 | 0 | 528 | 1,885 | 2,413 | 2,236 | 177 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$30 | \$0 | \$0 | \$0 | \$528 | \$1,885 | \$2,443 | \$2,264 | \$179 |

10th Avenue ITS and Overlay, Caldwell

Key #: 13905

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,422

Total Cost (Prev. + Prog.) \$1,422

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



| Funding Source | | STP-U | Program | | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 47 | 194 | 0 | 0 | 0 | 0 | 241 | 223 | 18 |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 151 | 1,030 | 1,181 | 1,094 | 87 |
| Fund Totals: | \$47 | \$194 | \$0 | \$0 | \$151 | \$1,030 | \$1,422 | \$1,318 | \$104 |

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

ADA Ramps, Caldwell

Key # : 19885

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Caldwell

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$60

Total Cost (Prev. + Prog.) \$60

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

Health

Transportation Safety

Congestion Reduction/System Reliability



| Funding Source | | State | | Program | | | | State Hwy - System Support | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|----------------------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | 60 | | |
| 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 | | |
| 2022 | 0 | 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 | \$0 | \$60 | | |

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

Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle

Key #: 20841

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Eagle

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,321

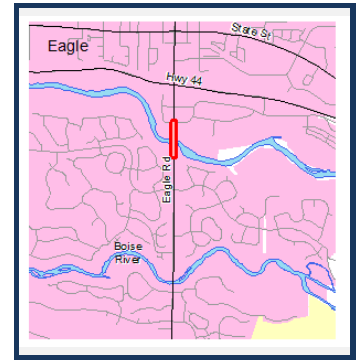
Total Cost (Prev. + Prog.) \$1,321

Community Infrastructure

Health

Open Space

Transportation Safety



Project Description : Design and construct a bicycle and pedestrian bridge over the north channel of the Boise River adjacent to the SH-55 (Eagle Road) Bridge. The bicycle and pedestrian bridge will provide critical link between the Boise River Greenbelt, planned pathways, and a rapidly growing residential and commercial core area in the City of Eagle.

| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|------------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 5 | 112 | 0 | 0 | 0 | 0 | 117 | 108 | 9 |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$5 | \$112 | \$0 | \$0 | \$0 | \$0 | \$117 | \$108 | \$9 |

| Funding Source Local Participating | | | Program Hwy - Local Partnerships | | | | | Local Match 100.00% | |
|------------------------------------|-------------------------|------------------------------------|----------------------------------|------------|--------------------------|----------------|----------------|---------------------|----------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 59 | 0 | 0 | 0 | 59 | 0 | 59 |
| 2021 | 0 | 0 | 15 | 0 | 0 | 0 | 15 | 0 | 15 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 1,071 | 1,071 | 0 | 1,071 |
| Fund Totals: | \$0 | \$0 | \$74 | \$0 | \$0 | \$1,071 | \$1,145 | \$0 | \$1,145 |

| Funding Source STP-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|------------|--------------------------|--------------|-------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 59 | 0 | 0 | 0 | 0 | 59 | 55 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$59 | \$0 | \$0 | \$0 | \$0 | \$59 | \$55 | \$4 |

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

Bicycle Parking, Covered Bicycle Facility, Boise State

Key #: 21913

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Boise State University

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$30

Total Cost (Prev. + Prog.) \$30

Project Description : Construct one covered bicycle parking facility on the Boise State University campus. The covered parking shelters will provide shelter from the sun, rain, and snow. Per Administrative Modification #18, FY19-23-Remove ORN from the Key Number to convert it to a permanent key number.



| Funding Source TAP-TMA | | | Program Hwy - Transportation Enhancements | | | | | Local Match 734.00% | |
|------------------------|-------------------------|------------------------------------|---|------------|--------------------------|--------------|-------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 1 | 0 | 0 | 0 | 3 | 26 | 30 | -190 | 220 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 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 | \$3 | \$26 | \$30 | (\$190) | \$220 |

Bicycle Parking, Downtown Bicycle Facilities, Boise State

Key #: 19979

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Boise State University

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$106

Total Cost (Prev. + Prog.) \$106

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 Boise area close to the City Center Plaza.



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|------------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 3 | 103 | 106 | 98 | 8 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$3 | \$103 | \$106 | \$98 | \$8 |

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

Bicycle Parking, Secure Bicycle Facilities, Boise State

Key #: 20095

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Boise State University

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$110

Total Cost (Prev. + Prog.) \$110

Project Description : Construct a secured bike parking area for student and public access on the edge of the Boise State University campus. (Photo for illustrative purposes only.)



| Funding Source | | TAP-TMA | | Program | | | | Local Hwy - Transportation Alternatives | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 1 | 0 | 0 | 0 | 2 | 107 | 110 | 102 | 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 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 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 | \$2 | \$107 | \$110 | \$102 | \$8 | | |

Bike Share, Boise

Key #: 20010

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$182

Total Cost (Prev. + Prog.) \$182

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 | | Program | | | | Local Hwy - Transportation Alternatives | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 6 | 176 | 182 | 169 | 13 | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$6 | \$176 | \$182 | \$169 | \$13 | | |

Bogus Basin Road Safety, Maintenance, and Trailhead, Boise County

Key # : 19783

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

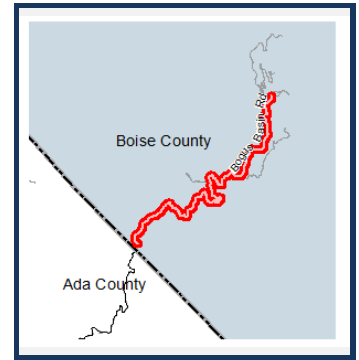
Project Year: 2018-2019

Total Previous Expenditures: \$4,459

Total Programmed Cost: \$721

Total Cost (Prev. + Prog.) \$5,180

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 | | Program | | | | | Local Match | | |
|----------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------|---------------|-------------|
| FLAP | | Hwy - Federal Lands Access | | | | | 7.34% | | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 432 | -4,459 | 0 | 0 | 690 | 3,892 | 555 | 514 | 41 |
| 2019 | 30 | 0 | 0 | 0 | 9 | 127 | 166 | 154 | 12 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

Capital Maintenance, Local, Boise Area - FY2020

Key # : 19847

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$368

Total Cost (Prev. + Prog.) \$368

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 | | Local Participating | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|----------------------------------|--------------------------|--------------|--------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 306 | 306 | 0 | 306 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$306 | \$306 | \$0 | \$306 |

| Funding Source | | STP-TMA | | Program Local Hwy - Transportation Alternatives | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|---|--------------------------|--------------|-------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 5 | 57 | 0 | 0 | 0 | 0 | 62 | 57 | 5 |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$5 | \$57 | \$0 | \$0 | \$0 | \$0 | \$62 | \$57 | \$5 |

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

Capital Maintenance, Local, Boise Area - FY2021

Key #: 20159

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$362

Total Cost (Prev. + Prog.) \$362

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.



| Cost Year* | Local Participating | | Program Hwy - Local Partnerships | | | | Total | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|----------------------------------|------------|--------------------------|--------------|--------------|---------------------|--------------|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 5 | 51 | 0 | 0 | 0 | 0 | 56 | 56 | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 306 | 306 | 306 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$5 | \$51 | \$0 | \$0 | \$0 | \$306 | \$362 | \$0 | \$362 |

Capital Maintenance, Local, Boise Area - FY2022

Key #: 20006

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$357

Total Cost (Prev. + Prog.) \$357

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.



| Cost Year* | Local Participating | | Program Hwy - Local Partnerships | | | | Total | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|----------------------------------|------------|--------------------------|--------------|--------------|---------------------|--------------|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2020 | 0 | 51 | 0 | 0 | 0 | 0 | 51 | 51 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 306 | 306 | 306 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$0 | \$51 | \$0 | \$0 | \$0 | \$306 | \$357 | \$0 | \$357 |

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

Capital Maintenance, Local, Boise Area - FY2023

Key #: 20080

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$357

Total Cost (Prev. + Prog.) \$357

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 | Local Participating | | Program Hwy - Local Partnerships | | | | Total | Local Match 100.00% | | |
|---------------------|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|-------|---------------------|---------------|-------------|
| | Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | | Construction | Federal Share | Local Share |
| | 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2021 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 51 | |
| | 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | PD | 0 | 0 | 0 | 0 | 0 | 306 | 0 | 306 | |
| Fund Totals: | | \$0 | \$51 | \$0 | \$0 | \$0 | \$306 | \$357 | \$0 | \$357 |

Capital Maintenance, Local, Boise Area - FY2024

Key #: 20683

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$357

Total Cost (Prev. + Prog.) \$357

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 | Local Participating | | Program Hwy - Local Partnerships | | | | Total | Local Match 100.00% | | |
|---------------------|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|-------|---------------------|---------------|-------------|
| | Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | | Construction | Federal Share | Local Share |
| | 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 2022 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 51 | |
| | PD | 0 | 0 | 0 | 0 | 0 | 306 | 0 | 306 | |
| Fund Totals: | | \$0 | \$51 | \$0 | \$0 | \$0 | \$306 | \$357 | \$0 | \$357 |

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

Capital Maintenance, Phase 1, Boise Area - FY2019

Key # : 13903

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,038

Total Cost (Prev. + Prog.) \$5,038

Project Description : Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Amity Road, Enterprise Street to Production Street; Annett Street, Victory Road to Targee Street; Boise Avenue, Leadville Avenue to Gekeler Lane; Division Avenue; Enterprise Street, Amity Road to Commerce Avenue; Latah Street, Overland Road to Alpine Street; and Fairview Avenue, Locust Grove Road to Cloverdale Road.



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 657 | 4,381 | 5,038 | 4,668 | 370 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$657 | \$4,381 | \$5,038 | \$4,668 | \$370 | | |

Capital Maintenance, Phase 1, Boise Area - FY2020

Key # : 18728

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,910

Total Cost (Prev. + Prog.) \$5,910

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 | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 21 | 506 | 0 | 0 | 0 | 0 | 527 | 488 | 39 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 0 | 0 | 0 | 0 | 702 | 4,681 | 5,383 | 4,988 | 395 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$21 | \$506 | \$0 | \$0 | \$702 | \$4,681 | \$5,910 | \$5,476 | \$434 | | |

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

Capital Maintenance, Phase 1, Boise Area - FY2021

Key #: 18701

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,550

Total Cost (Prev. + Prog.) \$5,550

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 | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 20 | 483 | 0 | 0 | 0 | 0 | 503 | 466 | 37 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 658 | 4,389 | 5,047 | 4,677 | 370 | | |
| 2022 | 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 | \$658 | \$4,389 | \$5,550 | \$5,143 | \$407 | | |

Capital Maintenance, Phase 1, Boise Area - FY2022

Key #: 19465

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,931

Total Cost (Prev. + Prog.) \$5,931

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 | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 22 | 543 | 0 | 0 | 0 | 0 | 565 | 524 | 41 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 700 | 4,666 | 5,366 | 4,972 | 394 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$22 | \$543 | \$0 | \$0 | \$700 | \$4,666 | \$5,931 | \$5,496 | \$435 | | |

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

Capital Maintenance, Phase 1, Boise Area - FY2023

Key #: 20259

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,832

Total Cost (Prev. + Prog.) \$5,832

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | 20 | 493 | 0 | 0 | 0 | 0 | 513 | 475 | 38 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 694 | 4,625 | 5,319 | 4,929 | 390 | | |
| Fund Totals: | \$20 | \$493 | \$0 | \$0 | \$694 | \$4,625 | \$5,832 | \$5,404 | \$428 | | |

Capital Maintenance, Phase 1, Boise Area - FY2024

Key #: 20674

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,832

Total Cost (Prev. + Prog.) \$5,832

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | | |
| 2022 | 20 | 493 | 0 | 0 | 0 | 0 | 513 | 475 | 38 | | |
| PD | 0 | 0 | 0 | 0 | 694 | 4,625 | 5,319 | 4,929 | 390 | | |
| Fund Totals: | \$20 | \$493 | \$0 | \$0 | \$694 | \$4,625 | \$5,832 | \$5,404 | \$428 | | |

Capital Maintenance, Phase 2, Boise Area - FY2019

Key #: 20003

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$227

Total Programmed Cost: \$2,161

Total Cost (Prev. + Prog.) \$2,388

Project Description : Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on Emerald Street, Cole Road to Orchard Street; Orchard Street, Overland Road to Franklin Road (subject to change). 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 | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 5 | 0 | 0 | 323 | 1,833 | 2,161 | 2,002 | 159 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$5 | \$0 | \$0 | \$323 | \$1,833 | \$2,161 | \$2,002 | \$159 | | |

Capital Maintenance, Phase 2, Boise Area - FY2020

Key #: 19887

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,552

Total Cost (Prev. + Prog.) \$2,552

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 9 | 236 | 0 | 0 | 0 | 0 | 245 | 227 | 18 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 0 | 0 | 0 | 0 | 301 | 2,006 | 2,307 | 2,138 | 169 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$9 | \$236 | \$0 | \$0 | \$301 | \$2,006 | \$2,552 | \$2,365 | \$187 | | |

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

Capital Maintenance, Phase 2, Boise Area - FY2021

Key #: 20129

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,381

Total Cost (Prev. + Prog.) \$2,381

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 9 | 208 | 0 | 0 | 0 | 0 | 217 | 201 | 16 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 282 | 1,882 | 2,164 | 2,005 | 159 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$9 | \$208 | \$0 | \$0 | \$282 | \$1,882 | \$2,381 | \$2,206 | \$175 | | |

Capital Maintenance, Phase 2, Boise Area - FY2022

Key #: 20122

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

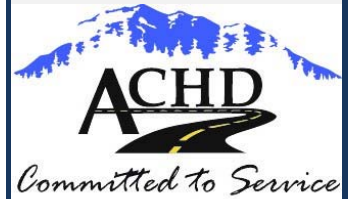
Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,426

Total Cost (Prev. + Prog.) \$2,426

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 9 | 212 | 0 | 0 | 0 | 0 | 221 | 205 | 16 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 288 | 1,917 | 2,205 | 2,043 | 162 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$9 | \$212 | \$0 | \$0 | \$288 | \$1,917 | \$2,426 | \$2,248 | \$178 | | |

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

Capital Maintenance, Phase 2, Boise Area - FY2023

Key #: 19993

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,426

Total Cost (Prev. + Prog.) \$2,426

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | 9 | 212 | 0 | 0 | 0 | 0 | 221 | 205 | 16 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 288 | 1,917 | 2,205 | 2,043 | 162 | | |
| Fund Totals: | \$9 | \$212 | \$0 | \$0 | \$288 | \$1,917 | \$2,426 | \$2,248 | \$178 | | |

Capital Maintenance, Phase 2, Boise Area - FY2024

Key #: 20538

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,426

Total Cost (Prev. + Prog.) \$2,426

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | | |
| 2022 | 9 | 212 | 0 | 0 | 0 | 0 | 221 | 205 | 16 | | |
| PD | 0 | 0 | 0 | 0 | 288 | 1,917 | 2,205 | 2,043 | 162 | | |
| Fund Totals: | \$9 | \$212 | \$0 | \$0 | \$288 | \$1,917 | \$2,426 | \$2,248 | \$178 | | |

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

Capital Maintenance, Phase 3, Boise Area - FY2019

Key #: 20091

Inflated

COMPASS PM:
Maintenance

Federal PM

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$50

Total Programmed Cost: \$306

Total Cost (Prev. + Prog.) \$356

Project Description : Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on Cherry Lane, Shoshone Street to Broxon Street; Elder Street, Owyhee Street to Vista Avenue; and Owyhee Street, Elder Street to Cherry Lane (subject to change). More details can be found in ACHD's Design and Construction Review online: <http://www.achdidaho.org/Projects/DCR/DCR.pdf>.



| Funding Source | | Non-Participating (Local) | | | Program | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--------------------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 306 | 306 | 0 | 306 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$306 | \$306 | \$0 | \$306 | | |

Capital Maintenance, VRT, Boise Area - FY2018

Key #: 13482

Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$231

Total Cost (Prev. + Prog.) \$231

Project Description : Replace public transportation bus or facility in FY2018 in the Boise Urbanized Area.



| Funding Source | | STP-TMA | | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 231 | 231 | 214 | 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 | | |
| 2022 | 0 | 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 | \$231 | \$231 | \$214 | \$17 | | |

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

Capital Maintenance, VRT, Boise Area - FY2019

Key #: 18847

Inflated

COMPASS PM:

Federal PM

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,201

Total Cost (Prev. + Prog.) \$1,201

Project Description : Replace public transportation bus or facility in FY2019 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 1,201 | 1,201 | 1,113 | 88 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 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 | \$1,201 | \$1,201 | \$1,113 | \$88 | | |

Capital Maintenance, VRT, Boise Area - FY2020

Key #: 19057

Inflated

COMPASS PM:

Federal PM

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,541

Total Cost (Prev. + Prog.) \$1,541

Project Description : Replace public transportation bus or facility in FY2020 in the Boise Urbanized Area.



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 1,541 | 1,541 | 1,428 | 113 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 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 | \$1,541 | \$1,541 | \$1,428 | \$113 | | |

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

Capital Maintenance, VRT, Boise Area - FY2021

Key #: 18905

Inflated

COMPASS PM:

Federal PM

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,510

Total Cost (Prev. + Prog.) \$1,510

Project Description : Replace public transportation bus or facility in 2021 in the Boise Urbanized Area.



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | 1,510 | 1,510 | 1,399 | 111 | | |
| 2022 | 0 | 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 | \$1,510 | \$1,510 | \$1,399 | \$111 | | |

Capital Maintenance, VRT, Boise Area - FY2022

Key #: 19763

Inflated

COMPASS PM:

Federal PM

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,478

Total Cost (Prev. + Prog.) \$1,478

Project Description : Replace public transportation bus or facility in 2022 in the Boise Urbanized Area.



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 1,478 | 1,478 | 1,370 | 108 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,478 | \$1,478 | \$1,370 | \$108 | | |

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

Capital Maintenance, VRT, Boise Area - FY2023

Key #: 19950

Inflated

COMPASS PM:

Federal PM

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,478

Total Cost (Prev. + Prog.) \$1,478

Project Description : Replace public transportation bus or facility in FY2023 in the Boise Urbanized Area.



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 1,478 | 1,478 | 1,370 | 108 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,478 | \$1,478 | \$1,370 | \$108 | | |

Capital Maintenance, VRT, Nampa Area - FY2020

Key #: 13906

Inflated

COMPASS PM:

Federal PM

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$162

Total Cost (Prev. + Prog.) \$162

Project Description : Replace public transportation bus or facility in FY2020 in the Nampa Urbanized Area.



| Funding Source | | STP-U | | Program | | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 162 | 162 | 150 | 12 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 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 | \$162 | \$162 | \$150 | \$12 | | |

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

Centennial Way Roundabout, Caldwell

Key #: 13484

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$390

Total Programmed Cost: \$2,598

Total Cost (Prev. + Prog.) \$2,988

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 in the City of Caldwell.



| Funding Source | | STP-U | | Program | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 32 | 0 | 0 | 0 | 0 | 32 | 30 | 2 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2020 | 0 | 0 | 194 | 0 | 0 | 0 | 194 | 180 | 14 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 302 | 2,070 | 2,372 | 2,198 | 174 | |
| Fund Totals: | \$0 | \$32 | \$194 | \$0 | \$302 | \$2,070 | \$2,598 | \$2,407 | \$191 | |

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

Cloverdale Road, Camas Drive to Trutina Avenue and Overpass, Boise

Key #: 20842

Inflated

COMPASS PM:

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

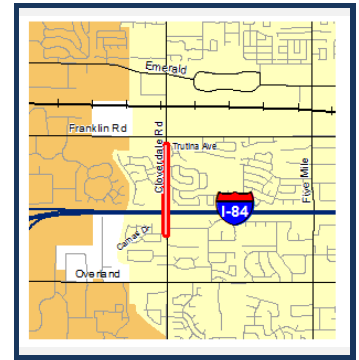
Federal PM



Requesting Agency: ACHD
 Project Year: 2019 ITD

Total Previous Expenditures: \$0
 Total Programmed Cost: \$13,382
 Total Cost (Prev. + Prog.) \$13,382

Project Description : Widen Cloverdale Road from Camas Drive to Trutina Ave from two lanes to five lanes with curb, gutter, sidewalk, and bicycle lanes in accordance with ACHD's 2016 Capital Improvement Plan. Replace the bridge and update the structure to current standards to include four travel lanes, standard shoulders, and bicycle and pedestrian facilities. The bridge will have a higher clearance over I-84 and be built to accommodate a future fifth lane expansion of the Interstate below. Additional details will be available on ACHD's and ITD's website soon.



| Funding Source | | Bridge State | | Program | | | State Hwy - Bridge Restoration | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|--------------------------------|---------------------|----------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 170 | 45 | 0 | 0 | 879 | 4,206 | 5,300 | 0 | 5,300 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$170 | \$45 | \$0 | \$0 | \$879 | \$4,206 | \$5,300 | \$0 | \$5,300 |

| Funding Source | | Local Participating | | Program | | | Hwy - Local Partnerships | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|--------------|--------------------------|----------------|--------------------------|---------------------|----------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 457 | 241 | 200 | 622 | 6,562 | 8,082 | 0 | 8,082 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$457 | \$241 | \$200 | \$622 | \$6,562 | \$8,082 | \$0 | \$8,082 |

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

Cole Road, I-84 to Franklin Road, Boise

Key #: IN203-14

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$1,106

Total Programmed Cost: \$7,959

Total Cost (Prev. + Prog.) \$9,065

Project Description : Widen Cole Road from I-84 to Franklin Road in the City of Boise (formerly KN RD207-16). Project also includes intersection improvements at Cole Road and Franklin Road to seven lanes in all directions. Project will also realign the Cole Road and McMullen Road intersection, reconstruction/widening of a bridge, and improving the existing railroad crossing.



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 15 | 0 | 600 | 0 | 0 | 615 | 0 | 615 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 7,344 | 7,344 | 0 | 7,344 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$15 | \$0 | \$600 | \$0 | \$7,344 | \$7,959 | \$0 | \$7,959 |

Cole Road, McGlochlin Street to Victory Road, Boise

Key #: IN205-97

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

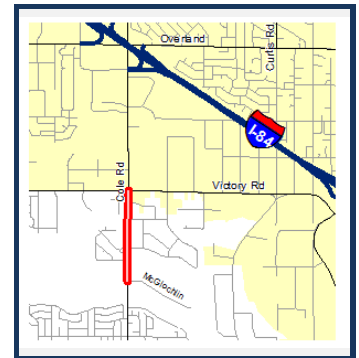
Project Year: 2020

Total Previous Expenditures: \$688

Total Programmed Cost: \$6,861

Total Cost (Prev. + Prog.) \$7,549

Project Description : Widen Cole Road from McGlochlin Street to Victory Road in the City of Boise. Project also includes intersection improvements at Cole Road and Victory Road to six lanes on Victory Road and seven lanes on Cole Road. Project includes widening of a bridge.



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 130 | 0 | 0 | 0 | 130 | 0 | 130 |
| 2019 | 0 | 0 | 1,392 | 0 | 0 | 0 | 1,392 | 0 | 1,392 |
| 2020 | 0 | 0 | 0 | 114 | 64 | 5,161 | 5,339 | 0 | 5,339 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$1,522 | \$114 | \$64 | \$5,161 | \$6,861 | \$0 | \$6,861 |

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

Colorado and Holly, Signal and Pedestrian Improvements, Nampa

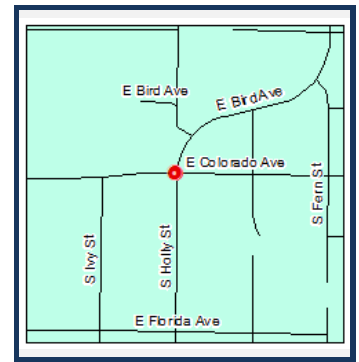
Key #: 13486

Inflated

COMPASS PM:

Transportation Safety
 Congestion Reduction/System Reliability
 Environmental Sustainability
 Health

Federal PM



Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Expenditures: \$174

Total Programmed Cost: \$1,026

Total Cost (Prev. + Prog.) \$1,200

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 | | Program Local Hwy - Urban | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|---------------------------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 31 | 728 | 759 | 703 | 56 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 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 | \$31 | \$728 | \$760 | \$704 | \$56 |

| Funding Source | | Local Participating | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|----------------------------------|--------------------------|--------------|--------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 61 | 0 | 205 | 266 | 0 | 266 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$61 | \$0 | \$205 | \$266 | \$0 | \$266 |

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

Commuteride, ACHD

Key #: CPA3

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,540

Total Cost (Prev. + Prog.) \$1,540

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 and Nampa Urbanized Areas. These projects tie to ITD key numbers 13904, 18821, 19521, 20260, 20729, 15914, and ORN22015.

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

| Funding Source | | STP-U | Program | | | | | Local Hwy - Urban | Local Match | | 0.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|--|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 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 | | |
| 2022 | 0 | 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 | \$220 | \$220 | \$220 | \$0 | | |

| Funding Source | | STP-TMA | Program | | | | | Local Hwy - Transportation Managemen | Local Match | | 0.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|--------------------------------------|-------------|--|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 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 | | |
| 2022 | 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 | | |

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

Commuteride, Van Replacement Vehicles, Nampa Area - FY2018

Key #: 20153

Inflated

COMPASS PM:

Federal PM

Requesting Agency: VRT/ACHD

Transportation Infrastructure

Project Year: 2018

Total Previous Expenditures: \$66

Total Programmed Cost: \$271

Total Cost (Prev. + Prog.) \$337

Project Description : Replace Commuteride vehicles that are beyond their useful life in the Nampa Urbanized Area. FY2017 funds carried over to FY2018.



| Funding Source | | FTA 5307 SU | | Program | | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-----------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 271 | 271 | 217 | 54 | | |
| 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 | | |
| 2022 | 0 | 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 | \$271 | \$271 | \$217 | \$54 | | |

Commuteride, Van Replacements, Boise Area - FY2018

Key #: 20220

Inflated

COMPASS PM:

Federal PM

Requesting Agency: VRT/ACHD

Transportation Infrastructure

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$307

Total Cost (Prev. + Prog.) \$307

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 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 | | |
| 2022 | 0 | 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 | | |

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

Commuteride, Van Replacements, Boise Area - FY2019

Key #: 20046

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Transportation Infrastructure

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$338

Total Cost (Prev. + Prog.) \$338

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 338 | 338 | 313 | 25 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 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 | \$338 | \$338 | \$313 | \$25 | | |

Commuteride, Van Replacements, Boise Area - FY2024

Key #: 20659

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Transportation Infrastructure

Project Year: PD

Total Previous Expenditures: \$4,455

Total Programmed Cost: \$1,478

Total Cost (Prev. + Prog.) \$5,933

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 1,478 | 1,478 | 1,370 | 108 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,478 | \$1,478 | \$1,370 | \$108 | | |

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

Cost Increase Set-Aside

Key #: 15001

Inflated

COMPASS PM:

Federal PM

Requesting Agency: COMPASS

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$101

Total Cost (Prev. + Prog.) \$101

Project Description : Set-aside for cost increases. Funds currently unprogrammed.



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 101 | 101 | 94 | 7 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 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 | \$101 | \$101 | \$94 | \$7 | | |

Eagle Road, Amity Road to Victory Road, Meridian

Key #: RD207-33

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

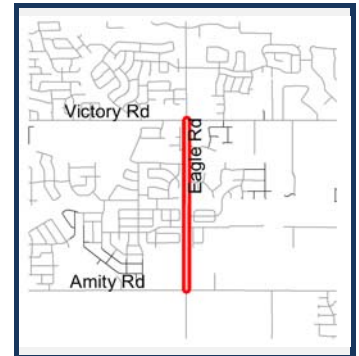
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,102

Total Cost (Prev. + Prog.) \$5,102

Project Description : Widen Eagle Road from Amity Road to Victory Road in the City of Meridian 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.



| Funding Source | | Local (Regionally Significant) | | Program | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 50 |
| 2019 | 0 | 0 | 528 | 0 | 0 | 0 | 528 | 0 | 528 |
| 2020 | 0 | 0 | 306 | 0 | 0 | 0 | 306 | 0 | 306 |
| 2021 | 0 | 0 | 0 | 0 | 44 | 4,174 | 4,218 | 0 | 4,218 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$50 | \$834 | \$0 | \$44 | \$4,174 | \$5,102 | \$0 | \$5,102 |

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

Five Mile Road and Fairview Avenue Intersection

Key # : 07238

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2009

Total Previous Expenditures: \$6,749

Total Programmed Cost: (\$58)

Total Cost (Prev. + Prog.) \$6,691

Project Description : This is a companion project with KN 11582 and includes only the intersection construction work of the intersection of Five Mile Road and Fairview Avenue. Major intersection and signal modifications including double left-turn lanes on all legs.



| Funding Source | | STP-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 0 | -58 | -58 | -54 | -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 | |
| 2022 | 0 | 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) | (\$54) | (\$4) | |

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

Five Mile Road, Franklin Road to Fairview Avenue, Boise

Key #: 11582

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

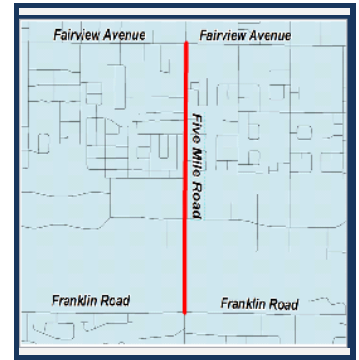
Project Year: 2013

Total Previous Expenditures: \$11,680

Total Programmed Cost: (\$336)

Total Cost (Prev. + Prog.) \$11,344

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



| Funding Source | | Non-Participating (Local) | | | Program | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$4 | \$4 | \$0 | \$4 |

| Funding Source | | STP-TMA | | | Program Local Hwy - Transportation Management | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|---|--------------|---------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | -1 | -1 | -78 | -94 | 0 | -166 | -340 | -315 | -25 |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$1) | (\$1) | (\$78) | (\$94) | \$0 | (\$166) | (\$340) | (\$315) | (\$25) |

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

Franklin Road and Cloverdale Road Intersections, Boise

Key #: 08698

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

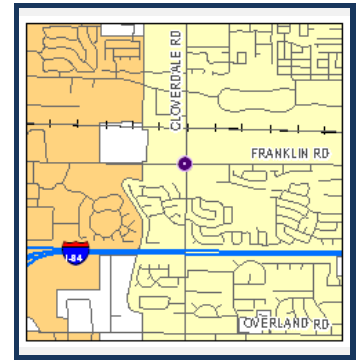
Project Year: 2010

Total Previous Expenditures: \$7,916

Total Programmed Cost: (\$29)

Total Cost (Prev. + Prog.) \$7,887

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



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | -16 | -13 | -29 | -27 | -2 | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | (\$16) | (\$13) | (\$29) | (\$27) | (\$2) | | |

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

Franklin Road, Touchmark Way to Five Mile Road

Key #: 12062

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

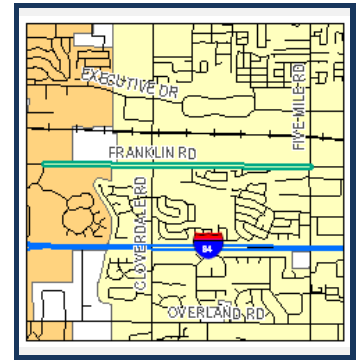
Project Year: 2016

Total Previous Expenditures: \$5,275

Total Programmed Cost: (\$261)

Total Cost (Prev. + Prog.) \$5,014

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



| Funding Source | | Non-Participating (Local) | | | Program | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 39 | 39 | 0 | 39 |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$39 | \$39 | \$0 | \$39 |

| Funding Source | | STP-TMA | | | Program Local Hwy - Transportation Management | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|---|--------------|---------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | -300 | -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 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 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)

FY2015 Capital Maintenance, ACHD

Key #: 12363

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year:

Total Previous Expenditures: \$3,974

Total Programmed Cost: (\$345)

Total Cost (Prev. + Prog.) \$3,629

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.



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | -13 | 0 | 0 | 0 | -65 | -267 | -345 | -320 | -25 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | (\$13) | \$0 | \$0 | \$0 | (\$65) | (\$267) | (\$345) | (\$320) | (\$25) | | |

Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa

Key #: 21999

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Nampa

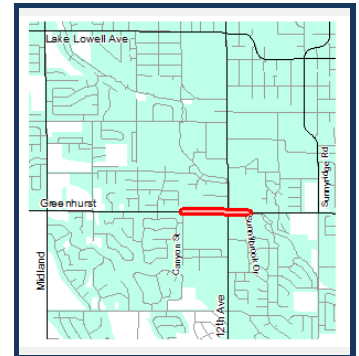
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,121

Total Cost (Prev. + Prog.) \$1,121

Project Description : Provide safety improvements on Greenhurst Road from Sunnybrook Road to Canyon Street in the City of Nampa. The project will install a traffic control signal with pedestrian crossing facilities, a pedestrian-activated flashing beacon crossing light, street lighting, and a raised median to reduce or eliminate fatal and serious injury accidents for roadway users.



| Funding Source | | HSIP (Local) | | Program | | | | Local Hwy - HSIP | | Local Match 734.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|----------------|------------------|----------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 19 | 123 | 0 | 0 | 0 | 0 | 142 | -900 | 1,042 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 165 | 814 | 979 | -6,207 | 7,186 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$19 | \$123 | \$0 | \$0 | \$165 | \$814 | \$1,121 | (\$7,107) | \$8,228 | | |

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

Highway 30, Goodson Road to Oasis Road, Canyon County

Key #: 19951 Inflated COMPASS PM: Federal PM

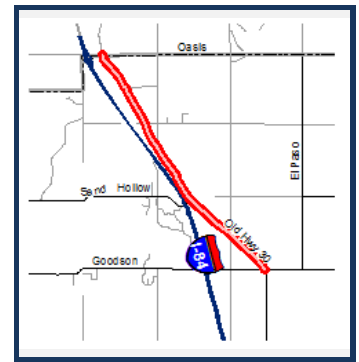
Requesting Agency: Canyon Highway District Maintenance
 Project Year: PD Farmland

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,482

Total Cost (Prev. + Prog.) \$2,482

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 | | Program | | | | Local Hwy - Rural | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 6 | 1 | | |
| 2019 | 76 | 248 | 0 | 0 | 0 | 0 | 324 | 300 | 24 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 496 | 1,655 | 2,151 | 1,993 | 158 | | |
| Fund Totals: | \$83 | \$248 | \$0 | \$0 | \$496 | \$1,655 | \$2,482 | \$2,300 | \$182 | | |

Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa

Key #: 22132 Inflated COMPASS PM: Federal PM

Requesting Agency: City of Nampa Congestion Reduction/System Reliability
 Project Year: Transportation Safety
 Total Previous Expenditures: \$0 Environmental Sustainability
 Total Programmed Cost: \$371 Land Use
 Total Cost (Prev. + Prog.) \$371

Project Description : Reconfigure the four-lane Holly Street roadway section (Roosevelt Avenue to Colorado Avenue) to a three-lane section and add bicycle lanes to improve vehicle, bicycle, and pedestrian transportation safety issues along the Holly Street corridor adjacent to Northwest Nazarene University (NNU) in the City of Nampa. The project will also extend bicycle lanes from Roosevelt Avenue to Hawaii Avenue to the south, connecting existing bicycle lane facilities to the area.



| Funding Source | | STP-U | | Program | | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|-------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | | |
| 2022 | 10 | 44 | 0 | 0 | 0 | 0 | 54 | 50 | 4 | | |
| PD | 0 | 0 | 0 | 0 | 42 | 275 | 317 | 294 | 23 | | |
| Fund Totals: | \$10 | \$44 | \$0 | \$0 | \$42 | \$275 | \$371 | \$344 | \$27 | | |

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

I-84, Blacks Creek Road Interchange, Ada County

Key #: 19874

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

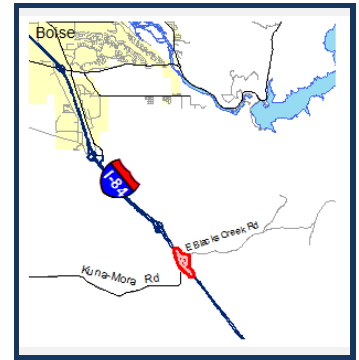
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$12,322

Total Cost (Prev. + Prog.) \$12,322

Project Description : Replace the Blacks Creek Interchange at I-84 in Ada County and upgrade the ramps to meet the standards for an 80 miles per hour speed limit. The bridge was originally built in 1962.



| Funding Source | | Program State Hwy - Bridge Restoration | | | | | | Local Match 7.73% | |
|---------------------|-------------------------|--|--------------|------------|--------------------------|-----------------|-----------------|-------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 300 | 700 | 0 | 0 | 0 | 0 | 1,000 | 923 | 77 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 102 | 0 | 0 | 0 | 0 | 0 | 102 | 94 | 8 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 1,020 | 10,200 | 11,220 | 10,353 | 867 |
| Fund Totals: | \$402 | \$700 | \$0 | \$0 | \$1,020 | \$10,200 | \$12,322 | \$11,370 | \$952 |

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

Key #: 20738

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

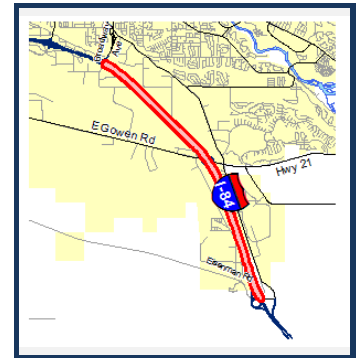
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,795

Total Cost (Prev. + Prog.) \$1,795

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 | | Program State Hwy - Pavement Preservation | | | | | | Local Match 7.73% | |
|---------------------|-------------------------|---|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 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 | 102 | 1,683 | 1,785 | 1,647 | 138 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 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 | \$102 | \$1,683 | \$1,795 | \$1,656 | \$139 |

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

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

Key #: 20203

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Maintenance

Project Year: 2021

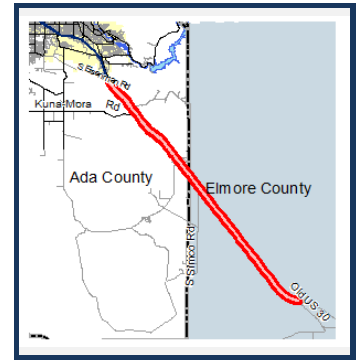
Farmland

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,168

Total Cost (Prev. + Prog.) \$2,168

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 to improve ride quality and extend the life of the pavement. (55% Ada County and 45% Elmore County)



| Funding Source IM | | Program State Hwy - Pavement Preservation | | | | | | Local Match 7.73% | |
|---------------------|-------------------------|---|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 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 | 102 | 2,040 | 2,142 | 1,976 | 166 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$26 | \$0 | \$0 | \$0 | \$102 | \$2,040 | \$2,168 | \$2,000 | \$168 |

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

Key #: 19696

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Maintenance

Project Year: 2020

Total Previous Expenditures: \$480

Total Programmed Cost: \$3,248

Total Cost (Prev. + Prog.) \$3,728

Project Description : Restore roadway surface roughness by diamond grinding the concrete travel lanes 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 IM | | Program State Hwy - Pavement Preservation | | | | | | Local Match 7.73% | |
|---------------------|-------------------------|---|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 35 | 0 | 0 | 0 | 0 | 0 | 35 | 32 | 3 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 153 | 3,060 | 3,213 | 2,965 | 248 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$35 | \$0 | \$0 | \$0 | \$153 | \$3,060 | \$3,248 | \$2,997 | \$251 |

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

I-84, Franklin Boulevard to Northside Boulevard, Nampa

Key #: 20798

Inflated

COMPASS PM:

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

Federal PM



Requesting Agency: ITD

Project Year: 2019-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$83,890

Total Cost (Prev. + Prog.) \$83,890

Project Description : Reconstruct and widen I-84 from the Franklin Boulevard Interchange to the Northside Boulevard Interchange in the City of Nampa. The project includes widening the existing four-lane section (two lanes in each direction) to an eight-lane section (3 lanes in each direction plus auxiliary lanes between the Franklin Boulevard and Northside Boulevard Interchanges). This project includes replacement of the Mason Creek Culvert under I-84, railroad bridges, and full reconstruction of the Northside Boulevard Interchange, as a Single Point Urban Interchange (SPUI). Design for this project is shown under Key Number 20315.

| Funding Source IM | | Program State Hwy - Restoration | | | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|----------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 14,000 | 14,000 | 12,972 | 1,028 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 4,500 | 4,500 | 4,170 | 330 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 7,500 | 7,500 | 6,950 | 551 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 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 | \$26,000 | \$26,000 | \$24,092 | \$1,908 |

| Funding Source Cigarette Tax | | Program State Hwy - Restoration | | | | | | Local Match 100.00% | |
|------------------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 209 | 3,695 | 3,904 | 0 | 3,904 |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$209 | \$3,695 | \$3,904 | \$0 | \$3,904 |

| Funding Source State | | Program Hwy GARVEE - 2017 Legislative Authori | | | | | | Local Match | |
|----------------------|-------------------------|---|--------------|-----------|--------------------------|--------------|----------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 11,103 | 11,103 | 11,103 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,103 | \$11,103 | \$11,103 | \$0 |

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

| Funding Source | | State | Program | | | | | State Hwy - Mobility | Local Match | | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|----------|----------------------|-------------|--|---------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 1,929 | 1,929 | 0 | 1,929 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 10,415 | 10,415 | 0 | 10,415 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 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 | \$12,344 | \$12,344 | \$0 | \$12,344 | | |

| Funding Source | | Local Participating | Program | | | | | State Hwy - Local Partnerships | Local Match | | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--------------------------------|-------------|--|---------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 250 | 250 | 0 | 250 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$250 | \$250 | \$0 | \$250 | | |

| Funding Source | | TECM | Program | | | | | State Hwy - Strategic Initiatives | Local Match | | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|----------|-----------------------------------|-------------|--|---------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 7,600 | 489 | 8,089 | 0 | 8,089 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 22,200 | 22,200 | 0 | 22,200 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$7,600 | \$22,689 | \$30,289 | \$0 | \$30,289 | | |

I-84, Garry Interchange to Ten Mile Interchange, Canyon and Ada Counties

Key #: 20212

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Maintenance

Project Year: 2021

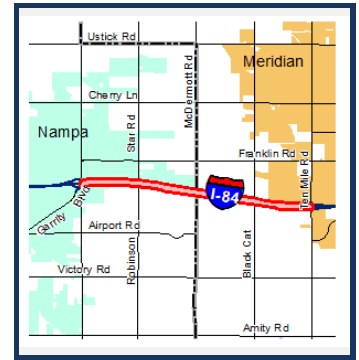
Farmland

Total Previous Expenditures: \$1

Total Programmed Cost: \$4,864

Total Cost (Prev. + Prog.) \$4,865

Project Description : Resurface the pavement on I-84 between the Garry 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 | | IM | Program State Hwy - Pavement Preservation | | | | | Local Match 7.73% | |
|---------------------|-------------------------|------------------------------------|---|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2019 | 102 | 0 | 0 | 0 | 0 | 0 | 102 | 94 | 8 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 224 | 4,488 | 4,712 | 4,348 | 364 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$152 | \$0 | \$0 | \$0 | \$224 | \$4,488 | \$4,864 | \$4,488 | \$376 |

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

Key #: 13934

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

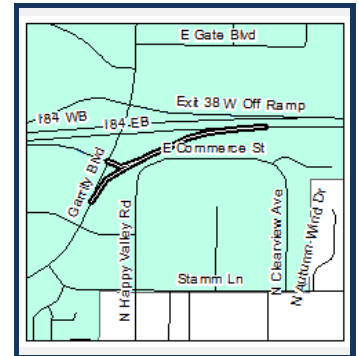
Project Year: 2016

Total Previous Expenditures: \$950

Total Programmed Cost: (\$34)

Total Cost (Prev. + Prog.) \$916

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



| Funding Source | | Restoration | Program | | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|---------------|---------------------|---------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | -3 | -31 | 0 | 0 | 0 | 0 | -34 | 0 | -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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | (\$3) | (\$31) | \$0 | \$0 | \$0 | \$0 | (\$34) | \$0 | (\$34) |

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

I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa (Design)

Key #: 20315

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$15,225

Total Cost (Prev. + Prog.) \$15,225

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 | | Capacity | | Program | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|--------------|--------------------------|--------------|--------------|---------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 250 | 28 | 1,100 | 1,000 | 0 | 0 | 2,378 | 0 | 2,378 |
| 2019 | -153 | -17 | -673 | -612 | 0 | 0 | -1,455 | 0 | -1,455 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$97 | \$11 | \$427 | \$388 | \$0 | \$0 | \$923 | \$0 | \$923 |

| Funding Source | | State | | Program | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|-------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 88 | 0 | 0 | 0 | 0 | 88 | 0 | 88 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 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 |

| Funding Source | | Restoration | | Program | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|----------------|---------------|----------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 11,972 | 0 | 0 | 0 | 0 | 11,972 | 0 | 11,972 |
| 2019 | 0 | -7,347 | 838 | 0 | 0 | 0 | -6,509 | 0 | -6,509 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$4,625 | \$838 | \$0 | \$0 | \$0 | \$5,463 | \$0 | \$5,463 |

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

| Funding Source | | | Program | | | | Local Match | | |
|---------------------|-------------------------|------------------------------------|---------------------|------------|--------------------------|--------------|----------------|---------------|----------------|
| INFRA | | | Hwy - Misc. Federal | | | | 100.00% | | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 214 | 7,313 | 1,224 | 0 | 0 | 0 | 8,751 | 0 | 8,751 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$214 | \$7,313 | \$1,224 | \$0 | \$0 | \$0 | \$8,751 | \$0 | \$8,751 |

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

I-84, Karcher Overpass, Nampa

Key #: 20797

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

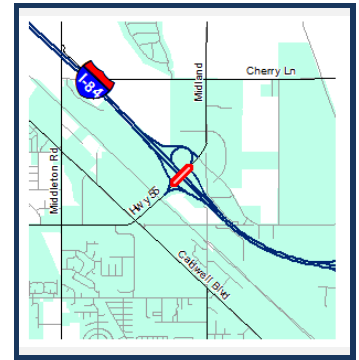
Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,507

Total Cost (Prev. + Prog.) \$5,507

Project Description : Demolish and reconstruct the Karcher Road Overpass at I-84 in the City of Nampa. The existing five-span bridge will be replaced with a two-span bridge to allow widening of I-84. The new bridge will have two travel lanes with a shoulder on the southeast side and a bike lane and sidewalk on the northwest side. The project includes minor roadway reconstruction for the approaches on each side of the bridge. Design for this project is shown under Key Number 20315.



| Funding Source | Capacity | | Program State Expansion and Congestion Mitigat | | | | | Local Match | |
|---------------------|------------|-------------------------|--|--------------|-----------|--------------------------|--------------|-------------|---------------|
| | Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share |
| 2018 | 0 | 0 | 0 | 0 | 750 | 5,000 | 5,750 | 5,750 | 0 |
| 2019 | 0 | 0 | 0 | 0 | -750 | -5,000 | -5,750 | -5,750 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

| Funding Source | TECM | | Program State Hwy - Strategic Initiatives | | | | | Local Match 100.00% | |
|---------------------|------------|-------------------------|---|--------------|-----------|--------------------------|--------------|---------------------|---------------|
| | Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share |
| 2018 | 0 | 0 | 0 | 0 | 750 | 5,000 | 5,750 | 0 | 5,750 |
| 2019 | 0 | 0 | 0 | 0 | -450 | -3,097 | -3,547 | 0 | -3,547 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$300 | \$1,903 | \$2,203 | \$0 | \$2,203 |

| Funding Source | INFRA | | Program Hwy - Misc. Federal | | | | | Local Match 100.00% | |
|---------------------|------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------|---------------|
| | Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share |
| 2018 | 0 | 0 | 0 | 0 | 450 | 2,854 | 3,304 | 0 | 3,304 |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$450 | \$2,854 | \$3,304 | \$0 | \$3,304 |

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

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

Key #: 20351

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Project Year: 2019-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$180,227

Total Cost (Prev. + Prog.) \$180,227

Project Description : Environmental study, design, and construction on I-84 between the Karcher Road Interchange from Karcher Road in the City of Nampa to the City of Caldwell. Actual termini and improvements will be determined through the environmental process. Construction projects will be split out once the phasing is determined.



| Funding Source State | | Program | | | | | Local Match 100.00% | | |
|----------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 4,200 | 0 | 0 | 0 | 0 | 4,200 | 0 | 4,200 |
| 2019 | 0 | -4,284 | 0 | 0 | 0 | 0 | -4,284 | 0 | -4,284 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | (\$84) | \$0 | \$0 | \$0 | \$0 | (\$84) | \$0 | (\$84) |

| Funding Source State | | Program State Hwy - Restoration | | | | | Local Match 100.00% | | |
|----------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2018 | 100 | 1,000 | 0 | 0 | 0 | 0 | 1,100 | 0 | 1,100 |
| 2019 | 0 | 4,080 | 0 | 0 | 0 | 0 | 4,080 | 0 | 4,080 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Funding Source State | | Program Hwy GARVEE - 2017 Legislative Authori | | | | | Local Match 100.00% | | |
|----------------------|-------------------------|---|--------------|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 6,120 | 1,530 | 1,020 | 0 | 0 | 8,670 | 0 | 8,670 |
| 2020 | 0 | 0 | 2,754 | 0 | 6,936 | 76,500 | 86,190 | 0 | 86,190 |
| 2021 | 0 | 0 | 0 | 0 | 6,831 | 73,440 | 80,271 | 0 | 80,271 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$6,120 | \$4,284 | \$1,020 | \$13,767 | \$149,940 | \$175,131 | \$0 | \$175,131 |

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

I-84, Meridian Interchange to Five Mile Road

Key # : 13057

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

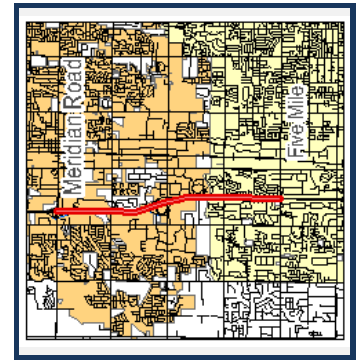
Project Year: 2014

Total Previous Expenditures: \$28,519

Total Programmed Cost: (\$570)

Total Cost (Prev. + Prog.) \$27,949

Project Description : Realign and rebuild I-84 from the Meridian Interchange to Five Mile Road.
Project includes adding a water retention pond for Wye Interchange runoff.



| Funding Source | | IM | | | | | | Program State Hwy - Restoration | | | Local Match 7.73% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------|-------------|--|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2018 | 0 | 0 | 0 | 0 | -570 | 0 | -570 | -526 | -44 | | | |
| 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 | | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | (\$570) | \$0 | (\$570) | (\$526) | (\$44) | | | |

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

I-84, Middleton Road and Ustick Road Overpasses

Key #: 22154

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

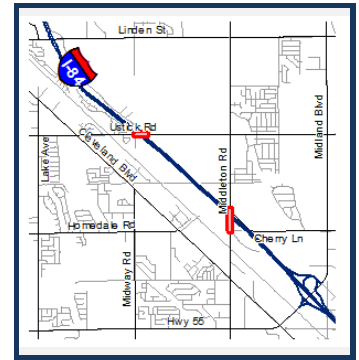
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$18,156

Total Cost (Prev. + Prog.) \$18,156

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



Project Description : Rebuild Middleton Road and Ustick Road overpasses at I-84 in Canyon County. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).

| Funding Source | | State | | Program | | | | State Hwy - Restoration | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|----------------|-------------------------|----------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 102 | 1,428 | 0 | 0 | 0 | 0 | 1,530 | 0 | 1,530 | | |
| 2020 | 0 | 510 | 0 | 0 | 0 | 0 | 510 | 0 | 510 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$102 | \$1,938 | \$0 | \$0 | \$0 | \$0 | \$2,040 | \$0 | \$2,040 | | |

| Funding Source | | State | | Program | | | | Hwy GARVEE - 2017 Legislative Authori | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|-----------------|-----------------|---------------------------------------|-----------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 1,632 | 0 | 0 | 0 | 0 | 1,632 | 0 | 1,632 | | |
| 2020 | 0 | 0 | 0 | 0 | 1,224 | 13,260 | 14,484 | 0 | 14,484 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$1,632 | \$0 | \$0 | \$1,224 | \$13,260 | \$16,116 | \$0 | \$16,116 | | |

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

I-84, Northside Bouelvard to Karcher Road Interchange, Nampa

Key #: 20799

Inflated

COMPASS PM:

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

Federal PM



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$37,400

Total Cost (Prev. + Prog.) \$37,400

Project Description : Reconstruct and widen I-84 from Northside Boulevard Interchange to the Karcher Road Interchange (Midland Boulevard) in the City of Nampa. The project includes widening the existing four-lane section (two lanes each direction) to an eight-lane section (three lanes each direction plus auxiliary lanes between Northside Boulevard and the Karcher Road Interchanges). Design for this project is shown under Key Number 20315.

| Funding Source | | State | | Program | | | Hwy GARVEE - 2017 Legislative Authority | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 3,400 | 34,000 | 37,400 | 0 | 37,400 | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$3,400 | \$34,000 | \$37,400 | \$0 | \$37,400 | |

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

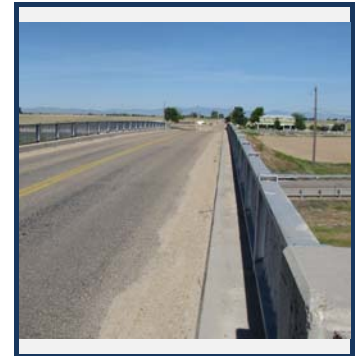
Key #: 19442

Inflated

COMPASS PM:

Transportation Infrastructure
 Farmland

Federal PM



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$340

Total Programmed Cost: \$3,519

Total Cost (Prev. + Prog.) \$3,859

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. (55% Canyon County and 45% Payette County)

| Funding Source | | STP-State | | Program | | | State Hwy - Bridge Preservation | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 459 | 3,060 | 3,519 | 3,261 | 258 | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$459 | \$3,060 | \$3,519 | \$3,261 | \$258 | |

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

I-84, Ramp Pavement Improvements - FY2016

Key #: 13936

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

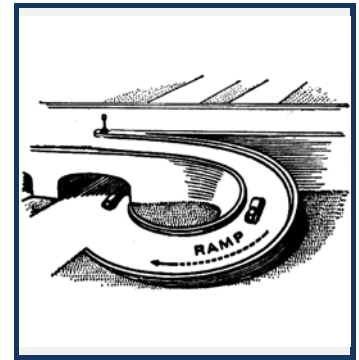
Project Year: 2016

Total Previous Expenditures: \$1,506

Total Programmed Cost: (\$29)

Total Cost (Prev. + Prog.) \$1,477

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



| Funding Source | | Restoration | | | | | | Program | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | -29 | 0 | 0 | 0 | 0 | -29 | 0 | -29 | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | (\$29) | \$0 | \$0 | \$0 | \$0 | (\$29) | \$0 | (\$29) | | |

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

Key #: 20060

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

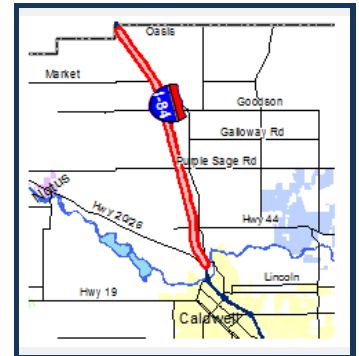
Project Year: 2021

Total Previous Expenditures: \$1

Total Programmed Cost: \$1,035

Total Cost (Prev. + Prog.) \$1,036

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



| Funding Source | | IM | | | | | | Program | | State Hwy - Pavement Preservation | | Local Match 7.73% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|-----------------------------------|--|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 2019 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 14 | 1 | | | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 2021 | 0 | 0 | 0 | 0 | 51 | 969 | 1,020 | 941 | 79 | | | | |
| 2022 | 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 | \$51 | \$969 | \$1,035 | \$955 | \$80 | | | | |

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

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

Key # : 18830

Inflated

COMPASS PM:

Freight Movement and Economic Vitality
Transportation Safety

Federal PM



Requesting Agency: ITD

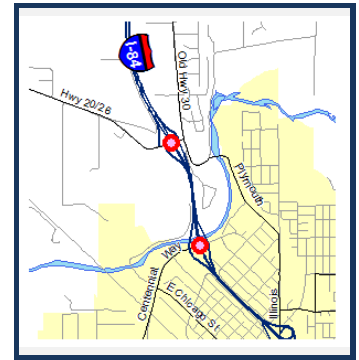
Project Year: 2018

Total Previous Expenditures: \$159

Total Programmed Cost: \$1,064

Total Cost (Prev. + Prog.) \$1,223

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.



| Funding Source | | IM | | | | | | | Program | | State Hwy - Restoration | | Local Match 7.73% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|--|-------------------------|--|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | | |
| 2018 | 0 | 0 | 0 | 0 | 139 | 925 | 1,064 | 982 | 82 | | | | | |
| 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 | | | | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$139 | \$925 | \$1,064 | \$982 | \$82 | | | | | |

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

I-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa

Key #: 20796

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,043

Total Cost (Prev. + Prog.) \$6,043

Project Description : Reconstruct and widen the eastbound and westbound shoulders on I-84 from the Karcher Road Interchange (Midland Boulevard) to the Franklin Boulevard Interchange in the City of Nampa to provide sufficient pavement to temporarily shift traffic during the I-84 reconstruction projects. Design for this project is shown under Key Number 20315.



| Funding Source Capacity | | | Program State Expansion and Congestion Mitigat | | | | | Local Match 100.00% | |
|-------------------------|-------------------------|------------------------------------|--|-----------|--------------------------|--------------|-----------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 750 | 800 | 1,550 | 0 | 1,550 |
| 2019 | 0 | 0 | 0 | 0 | -450 | -4,583 | -5,033 | 0 | -5,033 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$300 | (\$3,783) | (\$3,483) | \$0 | (\$3,483) |

| Funding Source Restoration | | | Program State Hwy - Strategic Initiatives | | | | | Local Match 100.00% | |
|----------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 4,200 | 4,200 | 0 | 4,200 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 1,700 | 1,700 | 0 | 1,700 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,900 | \$5,900 | \$0 | \$5,900 |

| Funding Source INFRA | | | Program Hwy - Misc. Federal | | | | | Local Match 100.00% | |
|----------------------|-------------------------|------------------------------------|-----------------------------|-----------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 450 | 3,176 | 3,626 | 0 | 3,626 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$450 | \$3,176 | \$3,626 | \$0 | \$3,626 |

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

ITS, Advanced Signalization, Ada County, ACHD

Key # : 22100

Inflated

COMPASS PM:

- Freight Movement and Economic Vitality
- Transportation Safety
- Environmental Sustainability
- Community Infrastructure

Federal PM



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,543

Total Cost (Prev. + Prog.) \$1,543

Project Description : Improve the traffic signal operations at 50 signalized intersections using advanced technology on State Street, Chinden Boulevard, Franklin Road, and Fairview Avenue within Ada County (ITS = Intelligent Transportation Systems).

| Funding Source | | Program State Hwy - Freight | | | | | | Local Match 734.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------|-----------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 20 | 120 | 0 | 0 | 0 | 0 | 140 | -888 | 1,028 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 1,403 | 1,403 | -8,895 | 10,298 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$20 | \$120 | \$0 | \$0 | \$0 | \$1,403 | \$1,543 | (\$9,783) | \$11,326 |

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

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

Key #: 18833

Inflated

COMPASS PM:

Transportation Safety
 Freight Movement and Economic Vitality
 Environmental Sustainability
 Community Infrastructure

Federal PM



Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$13

Total Programmed Cost: \$572

Total Cost (Prev. + Prog.) \$585

Project Description : Install upgraded signal controllers and radar detection at signalized intersections along the SH-55 (Eagle Road) corridor in Ada County 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. This project is associated with KN 20782 and will count toward the local match. (Federal = \$0)

| Funding Source State | | Program Transit Operations | | | | | | Local Match 100.00% | |
|----------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 61 | 61 | 0 | 61 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 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 |

| Funding Source State | | Program State Hwy - Restoration | | | | | | Local Match 100.00% | |
|----------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 450 | 450 | 0 | 450 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 61 | 61 | 0 | 61 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 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 | \$511 | \$511 | \$0 | \$511 |

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

ITS, Smart Arterial Management, Ada County

Key #: 20782

Inflated

COMPASS PM:

- Transportation Safety
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Community Infrastructure

Federal PM



Requesting Agency: ITD

Project Year: 2018-2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,337

Total Cost (Prev. + Prog.) \$4,337

Project Description : Replace or enhance existing intelligent transportation systems (ITS) to curb traffic congestion and increase safety and freight mobility along key priority corridors in the Boise area. The project is partially funded through a federal grant from Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD). KN 18833 (\$450,000 in state funds) is associated with this project and will count toward the local match. (Federal = \$2,250,000)

| Funding Source | | Local Participating | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|----------------------------------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 1,241 | 1,241 | 0 | 1,241 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 846 | 846 | 0 | 846 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 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 | \$2,087 | \$2,087 | \$0 | \$2,087 |

| Funding Source | | Discretionary | | Program | | | | Local Match 0.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 2,250 | 2,250 | 2,250 | 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 |
| 2022 | 0 | 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 | \$2,250 | \$0 |

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

Linder Road and Deer Flat Road Intersection, Kuna

Key #: 13492

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2020

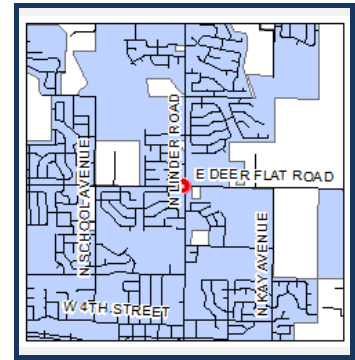
Total Previous Expenditures: \$695

Total Programmed Cost: \$3,109

Total Cost (Prev. + Prog.) \$3,804

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.

Housing
Community Infrastructure
Transportation Safety
Health



| Funding Source | | STP-U | Program | | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 1 | 0 | 465 | 0 | 0 | 0 | 466 | 432 | 34 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 339 | 2,304 | 2,643 | 2,449 | 194 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$1 | \$0 | \$465 | \$0 | \$339 | \$2,304 | \$3,109 | \$2,881 | \$228 |

Linder Road, Franklin Road to Pine Avenue, Meridian

Key #: RD213-16

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2020

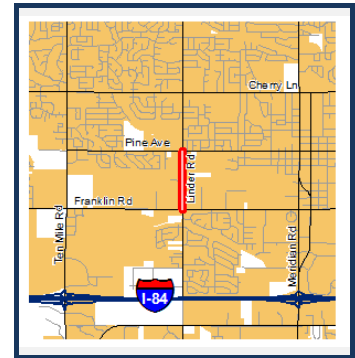
Total Previous Expenditures: \$317

Total Programmed Cost: \$2,552

Total Cost (Prev. + Prog.) \$2,869

Project Description : Widen Linder Road between Franklin Road and Pine Avenue in the City of Meridian to five lanes, including curb, gutter, sidewalk, and bike lanes. Project includes upgrade of the railroad crossing and replacement and widening of a bridge structure.

Housing
Transportation Safety
Congestion Reduction/System Reliability
Community Infrastructure



| Funding Source | | Local (Regionally Significant) | Program | | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------|----------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 10 | 996 | 0 | 0 | 0 | 1,006 | 0 | 1,006 |
| 2020 | 0 | 0 | 0 | 0 | 26 | 1,520 | 1,546 | 0 | 1,546 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$10 | \$996 | \$0 | \$26 | \$1,520 | \$2,552 | \$0 | \$2,552 |

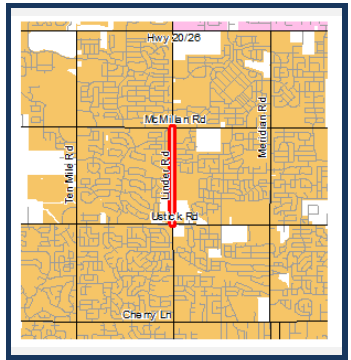
*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Linder Road, Ustick Road to McMillan Road, Meridian

Key # : RD202-18 **Inflated** **COMPASS PM:** **Federal PM**
 Congestion Reduction/System Reliability
 Housing
 Transportation Safety
 Community Infrastructure

Requesting Agency: ACHD
Project Year: 2021
Total Previous Expenditures: \$400
Total Programmed Cost: \$3,552
Total Cost (Prev. + Prog.) \$3,952

Project Description : Widen Linder Road from Ustick Road to McMillan Road in the City of Meridian to five lanes with curb, gutter, sidewalk, and bike lanes.



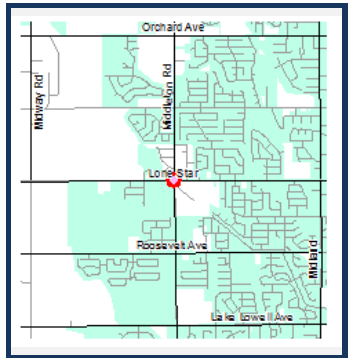
| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 573 | 0 | 0 | 0 | 573 | 0 | 573 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 26 | 47 | 2,906 | 2,979 | 0 | 2,979 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$573 | \$26 | \$47 | \$2,906 | \$3,552 | \$0 | \$3,552 |

Lone Star Road and Middleton Road, Intersection Improvements, Nampa

Key # : 20613 **Inflated** **COMPASS PM:** **Federal PM**
 Environmental Sustainability
 Community Infrastructure
 Transportation Safety

Requesting Agency: City of Nampa
Project Year: 2020
Total Previous Expenditures: \$0
Total Programmed Cost: \$1,526
Total Cost (Prev. + Prog.) \$1,526

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) Program Local Hwy - HSIP | | | | | | | | Local Match 7.34% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 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 | 220 | 1,090 | 1,310 | 1,214 | 96 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 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 | \$220 | \$1,090 | \$1,526 | \$1,414 | \$112 |

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

Microseals, Ada and Canyon Counties

Key #: 20536

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Maintenance

Project Year: 2022

Farmland

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,725

Total Cost (Prev. + Prog.) \$7,725

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, US 20/26 (Broadway Avenue) from Front to the south side of the Boise River Bridge and Boise River Bridge to Rossi Street, US 20/26 from east of Smeed Parkway to I-84, SH-44 (Glenwood Street) north of Riverside Drive to SH-44 (State Street), SH-44, SH-16 to Glenwood Street.



| Funding Source | | Program | | | | | | Local Match 7.34% | |
|---------------------|------------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | NHPP Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 75 | 0 | 0 | 0 | 0 | 0 | 75 | 69 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 510 | 7,140 | 7,650 | 7,088 | 562 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$75 | \$0 | \$0 | \$0 | \$510 | \$7,140 | \$7,725 | \$7,158 | \$567 |

Middleton Road and Cornell Street, Intersection Improvements, Middleton

Key #: 20430

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Middleton

Transportation Safety

Project Year: 2021

Environmental Sustainability

Total Previous Expenditures: \$0

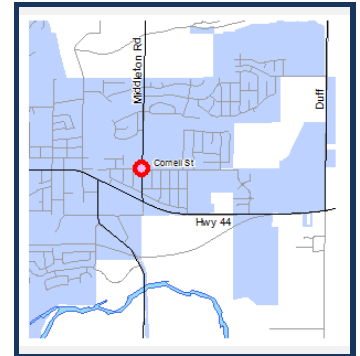
Community Infrastructure

Total Programmed Cost: \$309

Farmland

Total Cost (Prev. + Prog.) \$309

Project Description : Convert the intersection of Middleton Road and Cornell Street in the City of Middleton to a "mini-roundabout" to improve safety concerns.



| Funding Source | | Program | | | | | | Local Match 7.34% | |
|---------------------|--------------------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | HSIP (Local) Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 12 | 41 | 0 | 0 | 0 | 0 | 53 | 49 | 4 |
| 2021 | 0 | 0 | 0 | 0 | 45 | 211 | 256 | 237 | 19 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$12 | \$41 | \$0 | \$0 | \$45 | \$211 | \$309 | \$286 | \$23 |

Middleton Road and Ustick Road, Roundabout, Caldwell

Key # : 13487

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Caldwell

Project Year: 2021

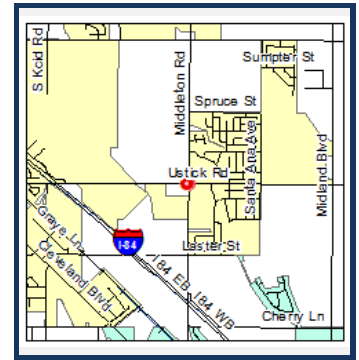
Total Previous Expenditures: \$303

Total Programmed Cost: \$1,055

Total Cost (Prev. + Prog.) \$1,358

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

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



| Cost Year* | STP-U | | Program Local Hwy - Urban | | | | Total | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|---------------------------|-------------|--------------------------|--------------|----------------|-------------------|-------------|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | | Federal Share | Local Share |
| 2018 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 10 | 1 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 330 | 0 | 0 | 0 | 330 | 306 | 24 |
| 2021 | 0 | 0 | 0 | 11 | 75 | 628 | 714 | 662 | 52 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$11 | \$0 | \$330 | \$11 | \$75 | \$628 | \$1,055 | \$978 | \$77 |

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

Old Highway 30, Plymouth Street Bridge, Caldwell

Key #: 13494

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Canyon Highway District

Transportation Infrastructure

Project Year: PD City of Caldwell

Open Space

Congestion Reduction/System Reliability

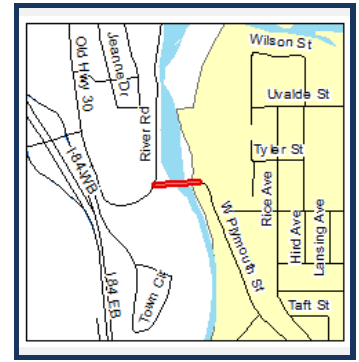
Environmental Sustainability

Total Previous Expenditures: \$1,137

Total Programmed Cost: \$9,656

Total Cost (Prev. + Prog.) \$10,793

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



| Funding Source | | STP-U | | Program | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|-------------------|----------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 500 | 0 | 0 | 0 | 0 | 500 | 463 | 37 | |
| 2019 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 1 | |
| 2020 | 0 | 0 | 174 | 0 | 0 | 0 | 174 | 161 | 13 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 301 | 1,503 | 1,804 | 1,672 | 132 | |
| Fund Totals: | \$10 | \$500 | \$174 | \$0 | \$301 | \$1,503 | \$2,488 | \$2,305 | \$183 | |

| Funding Source | | Bridge (Local) | | Program | | | Local Hwy - Bridge | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|--------------------|----------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 500 | 0 | 0 | 0 | 0 | 500 | 463 | 37 | |
| 2019 | 19 | 0 | 0 | 0 | 0 | 0 | 19 | 18 | 1 | |
| 2020 | 0 | 0 | 152 | 0 | 0 | 0 | 152 | 141 | 11 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 847 | 5,650 | 6,497 | 6,020 | 477 | |
| Fund Totals: | \$19 | \$500 | \$152 | \$0 | \$847 | \$5,650 | \$7,168 | \$6,642 | \$526 | |

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

Orchard Street, Gowen Road to I-84 On-Ramp, Boise

Key #: RD207-01

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,333

Total Cost (Prev. + Prog.) \$5,333

Project Description : Realign and widen Orchard Street from Gowen Road to I-84 in the City of Boise to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes reconstruction of the Gowen Road intersection as a multi-lane roundabout. Final alignment will be determined by the Orchard Alignment Study.



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------------|----------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 398 | 0 | 0 | 0 | 0 | 398 | 0 | 398 |
| 2020 | 0 | 0 | 857 | 0 | 0 | 0 | 857 | 0 | 857 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 4,078 | 4,078 | 0 | 4,078 |
| Fund Totals: | \$0 | \$398 | \$857 | \$0 | \$0 | \$4,078 | \$5,333 | \$0 | \$5,333 |

Pathway, Fairview Avenue Greenbelt Ramp, Boise

Key #: 20639

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Boise

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$114

Total Cost (Prev. + Prog.) \$114

Project Description : Design and construct an Americans with Disabilities Act-compliant, concrete, multi-use pathway ramp connecting the south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. A small section of block retaining wall construction is anticipated.



| Funding Source TAP-TMA Program Local Hwy - Transportation Alternatives | | | | | | | | Local Match 7.34% | |
|--|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 7 | 47 | 0 | 0 | 0 | 0 | 54 | 50 | 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 | 9 | 51 | 60 | 56 | 4 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$7 | \$47 | \$0 | \$0 | \$9 | \$51 | \$114 | \$106 | \$8 |

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

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

Key # : 19828

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Meridian

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$414

Total Cost (Prev. + Prog.) \$414

Project Description : Design and construct a 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 project also includes a pedestrian bridge over Five Mile Creek.

Community Infrastructure
 Congestion Reduction/System Reliability
 Open Space
 Environmental Sustainability



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|------------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 7 | 49 | 0 | 0 | 0 | 0 | 56 | 52 | 4 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 54 | 304 | 358 | 332 | 26 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$7 | \$49 | \$0 | \$0 | \$54 | \$304 | \$414 | \$384 | \$30 |

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

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

Key #: 20076

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Caldwell

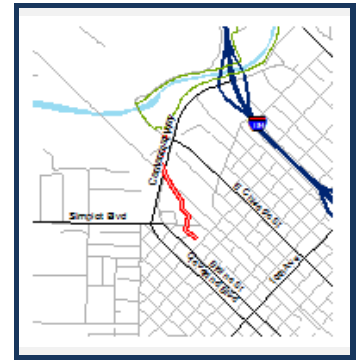
Project Year: 2019

Total Previous Expenditures: \$144

Total Programmed Cost: \$466

Total Cost (Prev. + Prog.) \$610

Open Space
Community Infrastructure
Health
Environmental Sustainability



Project Description : Construct a nearly half-mile long section of 10-foot wide multi-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 includes two pedestrian bridges over Indian Creek and a crosswalk over Simplot Boulevard. Additionally, lighting will be added along the entire pathway system. The City will use Community Development Block Grant (CDBG) funds as part of their local match.

| Funding Source | | Local Participating | | Program | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 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 | |
| 2022 | 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-Urban | | Program | | | Local Hwy - Transportation Alternatives | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---|---------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 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 | |
| 2022 | 0 | 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 | \$411 | \$411 | \$370 | \$41 | |

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

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

Key #: 20141

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Nampa

Project Year: 2019

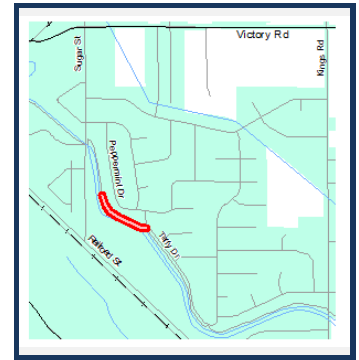
Total Previous Expenditures: \$0

Total Programmed Cost: \$536

Total Cost (Prev. + Prog.) \$536

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

Community Infrastructure
 Environmental Sustainability
 Congestion Reduction/System Reliability
 Open Space



| Funding Source | | Local Participating | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|----------------------------------|--------------------------|--------------|-------------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 30 | 0 | 0 | 0 | 0 | 30 | 0 | 30 |
| 2019 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 0 | 5 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$35 | \$0 | \$0 | \$0 | \$0 | \$35 | \$0 | \$35 |

| Funding Source | | TAP-Urban | | Program Local Hwy - Transportation Alternatives | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|---|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 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 |
| 2022 | 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 |

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

Pathway, Rail with Trail, Meridian

Key #: 13918

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Meridian

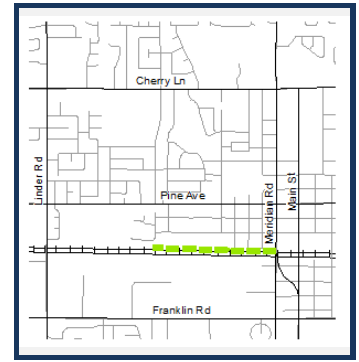
Project Year: PD

Total Previous Expenditures: \$74

Total Programmed Cost: \$643

Total Cost (Prev. + Prog.) \$717

Project Description : Construct a multi-use pathway in the City of Meridian parallel to the railroad tracks for approximately ½ mile west towards Linder Road from Meridian Road.



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | Local Match 7.34% | | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 58 | 463 | 521 | 483 | 38 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$58 | \$463 | \$521 | \$483 | \$38 |

| Funding Source Local Participating | | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | | |
|------------------------------------|-------------------------|------------------------------------|----------------------------------|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 122 | 0 | 0 | 0 | 122 | 0 | 122 |
| Fund Totals: | \$0 | \$0 | \$122 | \$0 | \$0 | \$0 | \$122 | \$0 | \$122 |

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

Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa

Key #: 22050

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Nampa

Project Year: 2020

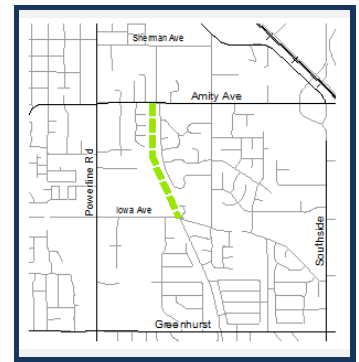
Total Previous Expenditures: \$0

Total Programmed Cost: \$533

Total Cost (Prev. + Prog.) \$533

Project Description : Extend Stoddard Pathway .5 miles from Iowa Avenue to Amity Avenue in the City of Nampa (Phase 1). Per Administrative Modification #18, FY19-23- Remove ORN from the Key Number to convert it to a permanent key number.

Congestion Reduction/System Reliability
Environmental Sustainability
Community Infrastructure
Health



| Funding Source | | TAP-Urban | | Program | | | | Local Hwy - Transportation Alternatives | | Local Match 734.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---|----------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 5 | 61 | 0 | 0 | 0 | 0 | 66 | -418 | 484 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 467 | 467 | -2,961 | 3,428 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$5 | \$61 | \$0 | \$0 | \$0 | \$467 | \$533 | (\$3,379) | \$3,912 | | |

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

Key #: 13964

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Golden Gate HD

Project Year: 2020

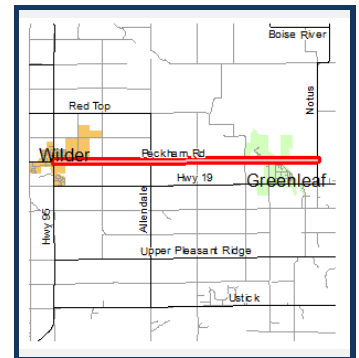
Total Previous Expenditures: \$477

Total Programmed Cost: \$3,242

Total Cost (Prev. + Prog.) \$3,719

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 roadway rehabilitation as well as curb, gutter, and sidewalk improvements within the city limits.

Environmental Sustainability
Maintenance
Farmland
Transportation Safety



| Funding Source | | STP-R | | Program | | | | Local Hwy - Rural | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 47 | 0 | 0 | 0 | 0 | 47 | 44 | 3 | | |
| 2019 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 93 | 7 | | |
| 2020 | 0 | 0 | 0 | 0 | 695 | 2,400 | 3,095 | 2,868 | 227 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$47 | \$100 | \$0 | \$695 | \$2,400 | \$3,242 | \$3,004 | \$238 | | |

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

Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa

Key #: 19855

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Nampa

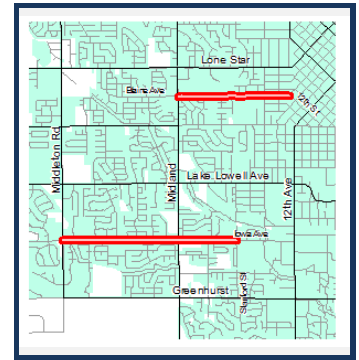
Project Year: 2019 Valley Regional Transit

Health

Transportation Safety

Environmental Sustainability

Open Space



Total Previous Expenditures: \$0

Total Programmed Cost: \$579

Total Cost (Prev. + Prog.) \$579

Project Description : Provide pedestrian and bicycle improvements to Blaine Avenue and Iowa Avenue in the City of Nampa. This includes: 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 | | Program | | | Transit Capital | | Local Match | | 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|-------------|--|--------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 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 | | | |
| 2022 | 0 | 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, Historic North Nampa Pathway, Nampa

Key #: 19959

Inflated

COMPASS PM:

Federal PM

Requesting Agency: VRT/City of Nampa

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$590

Total Cost (Prev. + Prog.) \$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. FY2017 funds carried over to FY2018.



| Funding Source | | FTA 5307 SU | | Program | | | Transit Capital | | Local Match | | 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|-------------|--|--------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 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 | | | |
| 2022 | 0 | 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 | | | |

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

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

Key #: 20143

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Kuna

Project Year: 2020

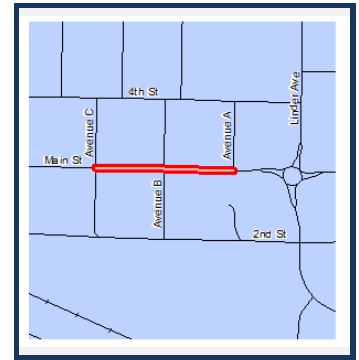
Total Previous Expenditures: \$0

Total Programmed Cost: \$1,345

Total Cost (Prev. + Prog.) \$1,345

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

Land Use
Transportation Safety
Environmental Sustainability
Health



| Funding Source | | Non-Participating (Local) | | | Program Hwy - Local Partnerships | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|----------------------------------|--------------|----------------|---------------------|----------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 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 | 212 | 680 | 892 | 0 | 892 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 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 | \$212 | \$680 | \$1,027 | \$0 | \$1,027 |

| Funding Source | | TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|---|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 312 | 312 | 289 | 23 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$6 | \$0 | \$0 | \$0 | \$0 | \$312 | \$318 | \$295 | \$23 |

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

Pedestrian Improvements, SH-55 (Eagle Road), Franklin to Pine, Meridian

Key #: 20542

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Meridian

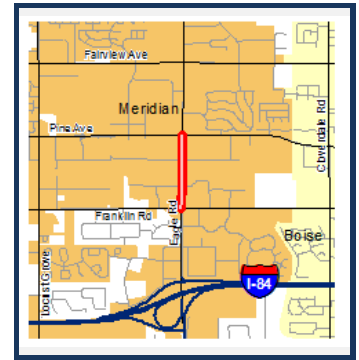
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$714

Total Cost (Prev. + Prog.) \$714

Project Description : Construct a lighted 10-foot-wide concrete multi-use pathway along the east side of SH-55 (Eagle Road) from Franklin Road to Pine Avenue in the City of Meridian. Reconstruct the existing sidewalk adjacent to the Shell gas station to the 10-foot width. The project will include an eight-foot separation between the roadway and pathway where possible.



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|------------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 0 | 80 | 0 | 0 | 0 | 0 | 80 | 74 | 6 |
| PD | 7 | 0 | 98 | 0 | 64 | 228 | 397 | 368 | 29 |
| Fund Totals: | \$7 | \$80 | \$98 | \$0 | \$64 | \$228 | \$477 | \$442 | \$35 |

| Funding Source Local Participating | | | Program Hwy - Local Partnerships | | | | | Local Match 100.00% | |
|------------------------------------|-------------------------|------------------------------------|----------------------------------|------------|--------------------------|--------------|--------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 135 | 135 | 0 | 135 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$135 | \$135 | \$0 | \$135 |

| Funding Source STP-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|------------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 102 | 102 | 95 | 7 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$102 | \$102 | \$95 | \$7 |

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

Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City

Key #: 20549

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

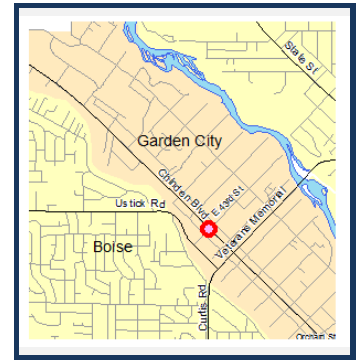
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$213

Total Cost (Prev. + Prog.) \$213

Project Description : Install a pedestrian hybrid beacon controlled crossing on US 20/26 (Chinden Boulevard) at 43rd Street in the City of Garden City.



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|------------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | 8 | 49 | 0 | 0 | 0 | 0 | 57 | 53 | 4 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 35 | 121 | 156 | 145 | 11 |
| Fund Totals: | \$8 | \$49 | \$0 | \$0 | \$35 | \$121 | \$213 | \$197 | \$16 |

Planning and Mobility Implementation, VRT, Nampa Area

Key #: 18842

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,264

Total Cost (Prev. + Prog.) \$2,264

Project Description : Provide program support administration, short range transit planning and the implementation of a mobility management program in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source FTA 5307 SU | | | Program Transit Capital | | | | | Local Match 20.00% | |
|----------------------------|-------------------------|------------------------------------|-------------------------|------------|--------------------------|----------------|----------------|--------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 378 | 378 | 302 | 76 |
| PD | 0 | 0 | 0 | 0 | 0 | 378 | 378 | 302 | 76 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,264 | \$2,264 | \$1,811 | \$453 |

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

Planning and Mobility Management, VRT, Boise Area

Key #: 18854

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,048

Total Cost (Prev. + Prog.) \$6,048

Project Description : Provide program support administration, short range transit planning, and the implementation of mobility management programs for Valley Regional Transit in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source | | FTA 5307 LU | | Program | | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-----------------|----------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 1,008 | 1,008 | 806 | 202 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 1,008 | 1,008 | 806 | 202 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,048 | \$6,048 | \$4,838 | \$1,210 | | |

Planning, Communities in Motion Update, COMPASS

Key #: 19571

Inflated

COMPASS PM:

Federal PM

Requesting Agency: COMPASS

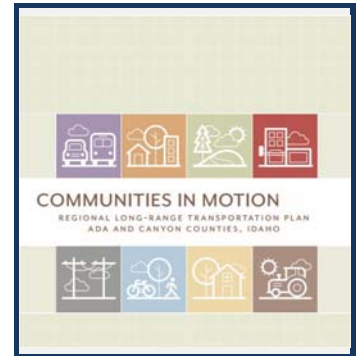
Project Year: 2019-2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$262

Total Cost (Prev. + Prog.) \$262

Project Description : Update the regional long-range transportation plan. Includes: transportation/land use preference survey with focus groups, financial forecast assumptions review, growth scenario recalibration, public involvement, graphics and editing, and printing.



| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 46 | 4 | | |
| 2020 | 0 | 87 | 0 | 0 | 0 | 0 | 87 | 81 | 6 | | |
| 2021 | 0 | 53 | 0 | 0 | 0 | 0 | 53 | 49 | 4 | | |
| 2022 | 0 | 72 | 0 | 0 | 0 | 0 | 72 | 67 | 5 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$262 | \$0 | \$0 | \$0 | \$0 | \$262 | \$243 | \$19 | | |

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

Planning, Communities in Motion Update, COMPASS

Key # : 20271

Inflated

COMPASS PM:

Federal PM

Requesting Agency: COMPASS

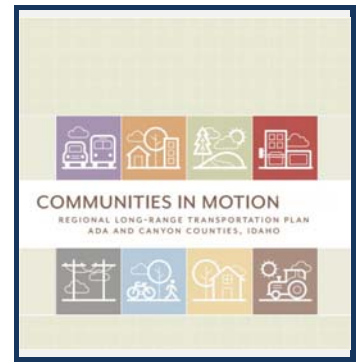
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$309

Total Cost (Prev. + Prog.) \$309

Project Description : Update the regional long-range transportation plan. Includes Treasure Valley Transportation Operations, Management and ITS Plan Update; public involvement; graphics and editing; and printing.



| Funding Source | | STP-TMA | | Program | | | Local Hwy - Transportation Management | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 309 | 0 | 0 | 0 | 0 | 309 | 286 | 23 |
| Fund Totals: | \$0 | \$309 | \$0 | \$0 | \$0 | \$0 | \$309 | \$286 | \$23 |

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

Planning, COMPASS

Key # : CPA1

Inflated

COMPASS PM:

Federal PM

Requesting Agency: COMPASS

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,788

Total Cost (Prev. + Prog.) \$1,788

Project Description : Assist COMPASS in meeting federal transportation planning responsibilities. These projects tie to ITD key numbers 13900, 19060, 19389, 19920, 20560, ORN21889, 19766, 20113.



Metropolitan Planning

| Funding Source | | STP-U | Program | | | | | Local Hwy - Urban | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 198 | 0 | 0 | 0 | 0 | 198 | 183 | 15 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2020 | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 | |
| 2021 | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$0 | \$396 | \$0 | \$0 | \$0 | \$0 | \$396 | \$367 | \$29 | |

| Funding Source | | STP-TMA | Program | | | | | Local Hwy - Transportation Management | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------------------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 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 | |
| 2022 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |
| PD | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |
| Fund Totals: | \$0 | \$1,392 | \$0 | \$0 | \$0 | \$0 | \$1,392 | \$1,290 | \$102 | |

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

Planning, High Capacity Corridor Alternatives Analysis, COMPASS

Key # : 13046

Inflated

COMPASS PM:

Federal PM

Requesting Agency: COMPASS

Support

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,000

Total Cost (Prev. + Prog.) \$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 | | Program Local Hwy - Transportation Management | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|---|--------------------------|--------------|---------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 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 |

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

Planning, Metropolitan Planning Funds, COMPASS

Key #: CPA2

Inflated

COMPASS PM:

Federal PM

Requesting Agency: COMPASS

Project Year: 2018-2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,386

Total Cost (Prev. + Prog.) \$7,386

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, 19071, 19258, 20050, 20640, and ORN22108.



Metropolitan Planning

| Funding Source | | FTA 5303 | | | | | | Program | | Transit Capital | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|-----------------|--|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 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 | | | | |
| 2022 | 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 | | | | |

| Funding Source | | Metropolitan Planning | | | | | | Program | | Hwy - Metropolitan Planning | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|-----------------------------|--|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 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 | | | | |
| 2022 | 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 | \$5,916 | \$0 | \$0 | \$0 | \$0 | \$5,916 | \$5,482 | \$434 | | | | |

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

Planning, Transportation Operations and ITS Plan Update, COMPASS

Key # : 18694

Inflated

COMPASS PM:

Federal PM

Requesting Agency: COMPASS

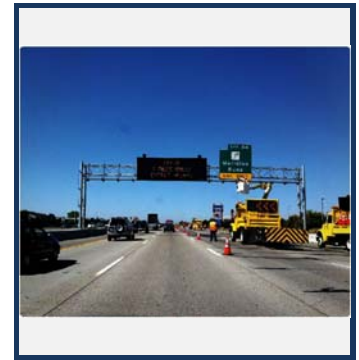
Project Year: 2019-2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$255

Total Cost (Prev. + Prog.) \$255

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, regional ITS architecture and update the Congestion Management Process plan. (ITS is "intelligent transportation system," or the technology side of the transportation system.)



| Funding Source | | STP-TMA | Program | | | | | Local Hwy - Transportation Management | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 0 | 241 | 0 | 0 | 0 | 0 | 241 | 223 | 18 | |
| 2020 | 0 | 14 | 0 | 0 | 0 | 0 | 14 | 13 | 1 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$0 | \$255 | \$0 | \$0 | \$0 | \$0 | \$255 | \$236 | \$19 | |

Planning, Travel Survey Data Collection, COMPASS

Key # : 19303

Inflated

COMPASS PM:

Federal PM

Requesting Agency: COMPASS

Project Year: 2020-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$850

Total Cost (Prev. + Prog.) \$850

Project Description : Collect local travel data from households and bus riders to update and recalibrate the regional travel demand model.



| Funding Source | | STP-TMA | Program | | | | | Local Hwy - Transportation Management | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2020 | 0 | 150 | 0 | 0 | 0 | 0 | 150 | 139 | 11 | |
| 2021 | 0 | 700 | 0 | 0 | 0 | 0 | 700 | 649 | 51 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$0 | \$850 | \$0 | \$0 | \$0 | \$0 | \$850 | \$788 | \$62 | |

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

Railroad Crossing, 11th Avenue North, Nampa

Key #: 20692

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Nampa

Maintenance

Project Year: 2018

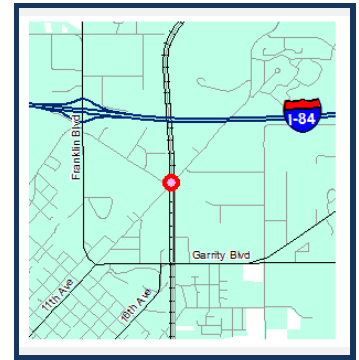
Transportation Safety

Total Previous Expenditures: \$0

Total Programmed Cost: \$200

Total Cost (Prev. + Prog.) \$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. Local match from State Rail Protection Account.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 200 | 200 | 180 | 20 | | |
| 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 | | |
| 2022 | 0 | 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 | \$180 | \$20 | | |

Railroad Crossing, Academy Road, Greenleaf

Key #: 19461

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Greenleaf

Maintenance

Project Year: 2018

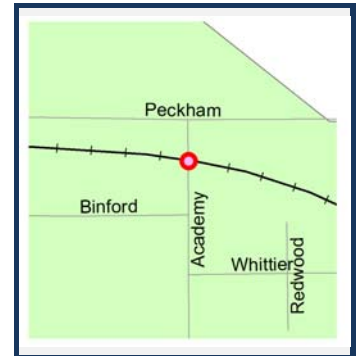
Transportation Safety

Total Previous Expenditures: \$0

Total Programmed Cost: \$106

Total Cost (Prev. + Prog.) \$106

Project Description : Remove existing crossing material (asphalt and gravel) and install new insulated concrete planking at the railroad crossing at Academy Road in the City of Greenleaf. Install new rail crossing signs. Local match from State Rail Protection Account.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 3 | 0 | 0 | 0 | 3 | 100 | 106 | 95 | 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$3 | \$0 | \$0 | \$0 | \$3 | \$100 | \$106 | \$95 | \$11 | | |

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

Railroad Crossing, Benjamin Lane, Boise

Key #: 20537

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Transportation Safety

Project Year: 2022

Community Infrastructure

Total Previous Expenditures: \$0

Total Programmed Cost: \$326

Total Cost (Prev. + Prog.) \$326

Project Description : Install crossing signal, including constant warning detection, at the Boise Valley Railroad crossing at Benjamin Lane in the City of Boise. Local match from State Rail Protection Account.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 1 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 316 | 316 | 284 | 32 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$10 | \$0 | \$0 | \$0 | \$0 | \$316 | \$326 | \$293 | \$33 | | |

Railroad Crossing, Lemp Lane, Canyon County

Key #: 20358

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Notus-Parma Highway District

Transportation Safety

Project Year: PD

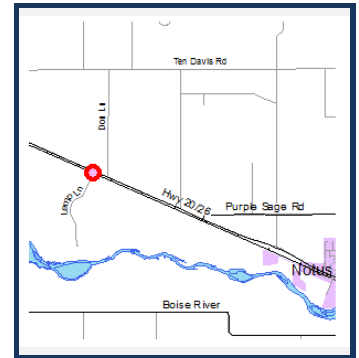
Farmland

Total Previous Expenditures: \$0

Total Programmed Cost: \$260

Total Cost (Prev. + Prog.) \$260

Project Description : Install signals and gates at the Union Pacific railroad crossing at Lemp Lane in Canyon County between the Cities of Parma and Notus. Local match from State Rail Protection Account.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 5 | 0 | 0 | 0 | 0 | 255 | 260 | 234 | 26 | | |
| Fund Totals: | \$5 | \$0 | \$0 | \$0 | \$0 | \$255 | \$260 | \$234 | \$26 | | |

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

Railroad Crossing, Look Lane, Caldwell

Key #: 20355

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Caldwell

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$601

Total Cost (Prev. + Prog.) \$601

Project Description : Relocate and realign the Union Pacific Railroad crossing at Look Lane in the City of Caldwell. Work includes adding a signal, gates, planking and a cabinet for electronics. Local match from State Rail Protection Account.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 5 | 10 | 0 | 0 | 0 | 0 | 15 | 14 | 2 | | |
| 2019 | 0 | 61 | 0 | 0 | 5 | 520 | 586 | 527 | 59 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$5 | \$71 | \$0 | \$0 | \$5 | \$520 | \$601 | \$541 | \$60 | | |

Railroad Crossing, Midland Boulevard, Nampa

Key #: 22034

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Nampa

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$50

Total Cost (Prev. + Prog.) \$50

Project Description : Upgrade signals at the Midland Boulevard Union Pacific Railroad crossing.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|-------------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 10 | 0 | 0 | 0 | 0 | 40 | 50 | 45 | 5 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 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 | \$40 | \$50 | \$45 | \$5 | | |

Railroad Crossing, North Linder Road, Meridian

Key #: 19875

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Transportation Safety

Project Year: 2020

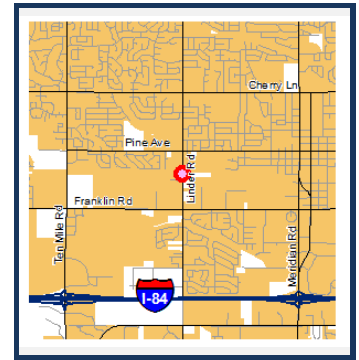
Community Infrastructure

Total Previous Expenditures: \$0

Total Programmed Cost: \$535

Total Cost (Prev. + Prog.) \$535

Project Description : Install crossing signals and gates at the railroad crossing at North Linder Road in the City of Meridian. Local match from State Rail Protection Account.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 14 | 2 | | |
| 2020 | 0 | 0 | 0 | 0 | 10 | 510 | 520 | 468 | 52 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 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 | \$510 | \$535 | \$482 | \$54 | | |

Railroad Crossing, Old Fort Boise Road, Canyon County

Key #: 20606

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Notus-Parma Highway District

Transportation Safety

Project Year: PD

Farmland

Total Previous Expenditures: \$0

Total Programmed Cost: \$255

Total Cost (Prev. + Prog.) \$255

Project Description : Install signals and gates at the Union Pacific railroad crossing at Old Fort Boise Road in Canyon County, west of the City of Parma. Local match from State Rail Protection Account.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-------------|--------------------------|--------------|--------------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | | |
| 2022 | 10 | 0 | 0 | 10 | 0 | 0 | 20 | 18 | 2 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 235 | 235 | 212 | 24 | | |
| Fund Totals: | \$10 | \$0 | \$0 | \$10 | \$0 | \$235 | \$255 | \$230 | \$26 | | |

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

Railroad Crossing, SH-19 and Roedel Avenue, Caldwell

Key #: 19627

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Caldwell

Maintenance



Project Year: 2018

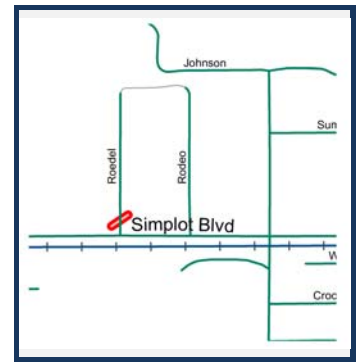
Transportation Safety

Total Previous Expenditures: \$8

Total Programmed Cost: \$625

Total Cost (Prev. + Prog.) \$633

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. Local match from State Rail Protection Account.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 611 | 14 | 0 | 625 | 563 | 63 | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$611 | \$14 | \$0 | \$625 | \$563 | \$63 | | |

Railroad Crossing, South Black Cat Road, Ada County

Key #: 20014

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Maintenance



Project Year: 2018

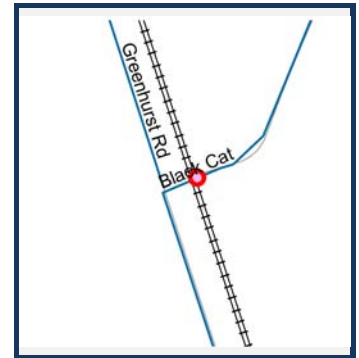
Transportation Safety

Total Previous Expenditures: \$15

Total Programmed Cost: \$410

Total Cost (Prev. + Prog.) \$425

Project Description : Install crossing gates and signals at the railroad crossing at south Black Cat Road in Ada County. Local match from State Rail Protection Account.



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 10 | 400 | 410 | 369 | 41 | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$10 | \$400 | \$410 | \$369 | \$41 | | |

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

Safety Improvements at 62 Intersections, Canyon County

Key # : 20249

Inflated

COMPASS PM:

Federal PM

Transportation Safety



Requesting Agency: Golden Gate HD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$39

Total Cost (Prev. + Prog.) \$39

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

| Cost Year* | HSIP (Local) | | Program Local Hwy - HSIP | | | | Total | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------------------|------------|--------------------------|--------------|-------------|-------------------|-------------|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | | Federal Share | Local Share |
| 2018 | 4 | 0 | 0 | 0 | 12 | 23 | 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 |
| 2022 | 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 |

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

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

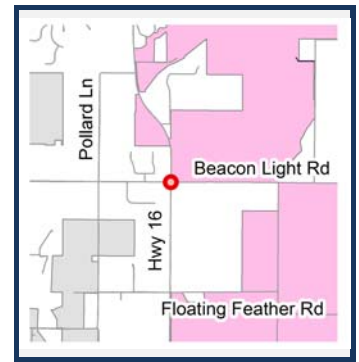
Key #: 18872

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
Transportation Safety

Federal PM



Requesting Agency: Joint ITD/ACHD

Project Year: 2018

Total Previous Expenditures: \$1,277

Total Programmed Cost: \$823

Total Cost (Prev. + Prog.) \$2,100

Project Description : Add a signal and widen the intersection at SH-16 and Beacon Light Road in Ada County. Construction funds scheduled in FY2017 and FY2018.

| Funding Source | | HSIP | | Program | | | | State Hwy - Strategic Initiatives | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|--------------|--------------------------|--------------|--------------|-----------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 25 | -25 | 0 | 100 | 57 | 608 | 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$25 | (\$25) | \$0 | \$100 | \$57 | \$608 | \$765 | \$709 | \$56 | | |

| Funding Source | | STP-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|-------------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 7 | 51 | 58 | 54 | 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$7 | \$51 | \$58 | \$54 | \$4 | | |

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

SH-16, I-84 to US 20/26, Ada and Canyon Counties

Key #: 20788

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Support

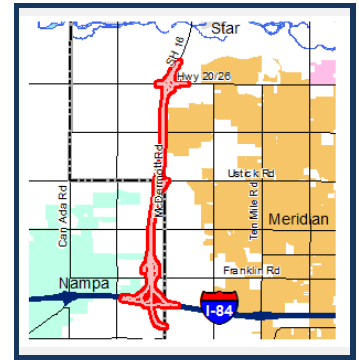
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,200

Total Cost (Prev. + Prog.) \$6,200

Project Description : Preliminary engineering only on SH-16 between I-84 and US 20/26 (Chinden Boulevard) in Ada and Canyon Counties. Funds will be used to update traffic projections, validate right-of-way needs, account for recent development activity, develop a phasing plan for future construction and update right-of-way and construction costs. (Construction is considered "unfunded.")



| Funding Source | | State | | | | | Program | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|----------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 200 | 6,000 | 0 | 0 | 0 | 0 | 6,200 | 0 | 6,200 | |
| 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 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$200 | \$6,000 | \$0 | \$0 | \$0 | \$0 | \$6,200 | \$0 | \$6,200 | |

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

Key #: 19856

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Maintenance

Project Year: 2020

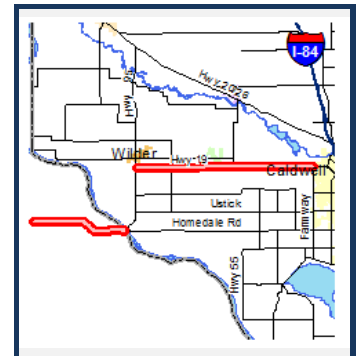
Farmland

Total Previous Expenditures: \$25

Total Programmed Cost: \$1,293

Total Cost (Prev. + Prog.) \$1,318

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. (70% Canyon County and 30% Owyhee County)



| Funding Source | | STP-State | | | | | Program | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 15 | 0 | 0 | 0 | 0 | 0 | 15 | 14 | 1 | |
| 2019 | -32 | 0 | 0 | 0 | 62 | 1,248 | 1,278 | 1,184 | 94 | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | (\$17) | \$0 | \$0 | \$0 | \$62 | \$1,248 | \$1,293 | \$1,198 | \$95 | |

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

SH-21, Technology Way to Surprise Way, Boise

Key #: 20428

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
Transportation Safety
Community Infrastructure

Federal PM



Requesting Agency: ITD

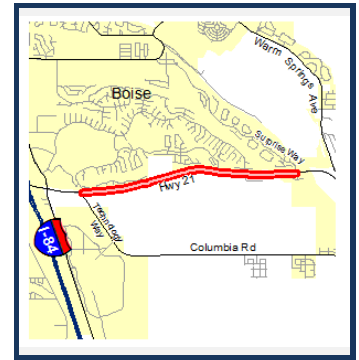
Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,748

Total Cost (Prev. + Prog.) \$5,748

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. The project will widen the roadway to 40 feet to include two 12-foot travel lanes, a 4-foot center median, and 6-foot shoulders on both sides.



| Funding Source | | HSIP | | Program | | | | State Hwy - Strategic Initiatives | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-----------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 250 | 500 | 0 | 0 | 0 | 0 | 750 | 695 | 55 | | |
| 2019 | -102 | -510 | 0 | 0 | 0 | 0 | -612 | -567 | -45 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 510 | 5,100 | 5,610 | 5,198 | 412 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$148 | (\$10) | \$0 | \$0 | \$510 | \$5,100 | \$5,748 | \$5,326 | \$422 | | |

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

Key #: 13476

Inflated

COMPASS PM:

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

Federal PM



Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$236

Total Programmed Cost: \$6,710

Total Cost (Prev. + Prog.) \$6,946

Project Description : Construct a partial (1/2) continuous flow intersection (CFI), including displaced left-turn lanes, at SH-44 (State Street) and SH-55 (Eagle Road) in the City of Eagle.



| Funding Source | | NHPP | | Program | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 50 | 820 | 0 | 0 | 0 | 0 | 870 | 806 | 64 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 26 | 0 | 0 | 510 | 5,304 | 5,840 | 5,411 | 429 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$50 | \$846 | \$0 | \$0 | \$510 | \$5,304 | \$6,710 | \$6,217 | \$493 |

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

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

Key #: 20266

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

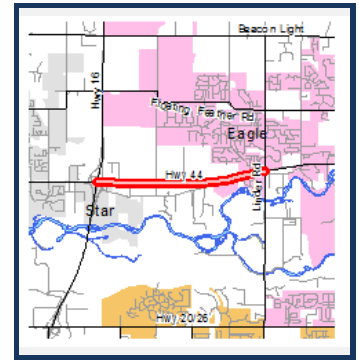
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$10,435

Total Cost (Prev. + Prog.) \$10,435

Project Description : Add an additional westbound and eastbound lane to improve congestion and reduce crashes along SH-44 (State Street) from SH-16 to Linder Road near the City of Eagle.



| Funding Source | | TECM | | Program | | | | State Hwy - Safety & Capacity (Safety) | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|-----------------|--|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 300 | 700 | 0 | 0 | 0 | 0 | 1,000 | 927 | 73 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 0 | 0 | 765 | 0 | 0 | 0 | 765 | 709 | 56 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 765 | 7,905 | 8,670 | 8,034 | 636 | | |
| Fund Totals: | \$300 | \$700 | \$765 | \$0 | \$765 | \$7,905 | \$10,435 | \$9,669 | \$766 | | |

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

Key #: 20574

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

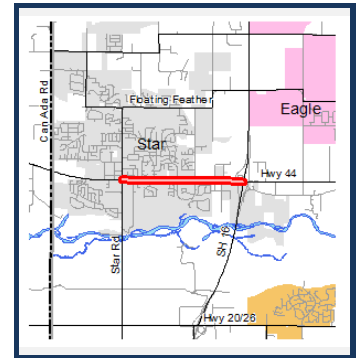
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,850

Total Cost (Prev. + Prog.) \$8,850

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 | | TECM | | Program | | | | State Hwy - Safety & Capacity (Safety) | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|----------------|------------|--------------------------|----------------|----------------|--|----------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 200 | 1,000 | 0 | 0 | 0 | 0 | 1,200 | 0 | 1,200 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2020 | 0 | 0 | 1,020 | 0 | 0 | 0 | 1,020 | 0 | 1,020 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 510 | 6,120 | 6,630 | 0 | 6,630 | | |
| Fund Totals: | \$200 | \$1,000 | \$1,020 | \$0 | \$510 | \$6,120 | \$8,850 | \$0 | \$8,850 | | |

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

SH-44, Canyon Canal Bridge, Middleton

Key #: 18950

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

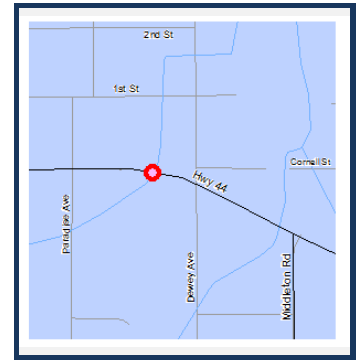
Project Year: 2019

Total Previous Expenditures: \$710

Total Programmed Cost: \$776

Total Cost (Prev. + Prog.) \$1,486

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



| Funding Source | | STP-State | | Program | | | | State Hwy - Bridge Restoration | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|--------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | -109 | -183 | 0 | 0 | 182 | 865 | 755 | 700 | 55 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 21 | 21 | 19 | 2 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | (\$109) | (\$183) | \$0 | \$0 | \$182 | \$886 | \$776 | \$719 | \$57 | | |

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

Key #: 19709

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

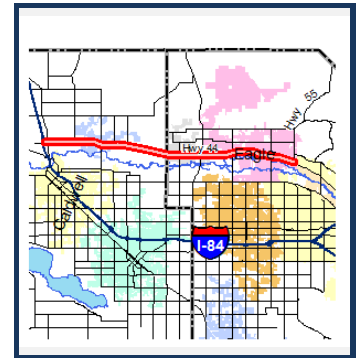
Project Year: 2019

Total Previous Expenditures: \$15

Total Programmed Cost: \$2,168

Total Cost (Prev. + Prog.) \$2,183

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 | | State | | Program | | | | State Hwy - Pavement Preservation | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-----------------------------------|----------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 35 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 35 | | |
| 2019 | -40 | 0 | 0 | 0 | 144 | 2,029 | 2,133 | 0 | 2,133 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 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 | \$144 | \$2,029 | \$2,168 | \$0 | \$2,168 | | |

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

SH-55 (Eagle Road), I-84 to Franklin Road

Key #: 13473

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

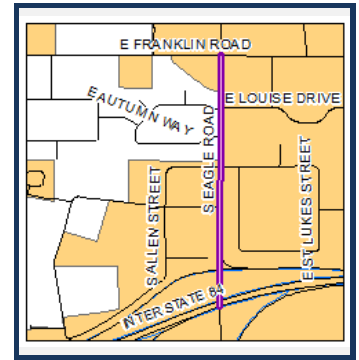
Project Year: 2014

Total Previous Expenditures: \$1,528

Total Programmed Cost: (\$112)

Total Cost (Prev. + Prog.) \$1,416

Project Description : Add one lane on the southbound side of SH-55 (Eagle Road) from I-84 to Franklin Road.



| Funding Source | HSIP | | Program | | | | | Local Match 7.34% | |
|---------------------|------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|
| | Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share |
| 2018 | 0 | -105 | 0 | 0 | -17 | 10 | -112 | -104 | -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 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | (\$105) | \$0 | \$0 | (\$17) | \$10 | (\$112) | (\$104) | (\$8) |

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

Key #: 13349

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Private Developer

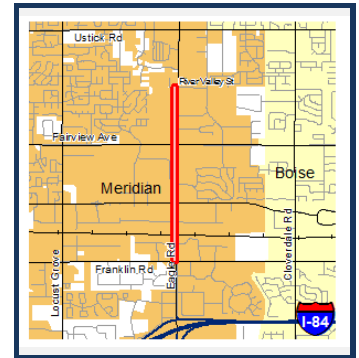
Project Year: 2022

Total Previous Expenditures: \$130

Total Programmed Cost: \$5,000

Total Cost (Prev. + Prog.) \$5,130

Project Description : 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 | | Program Hwy - Local Partnerships | | | | | Local Match 100.00% | |
|---------------------|------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------|---------------|
| | Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 5,000 | 5,000 | 0 | 5,000 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$5,000 | \$0 | \$5,000 |

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

SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa

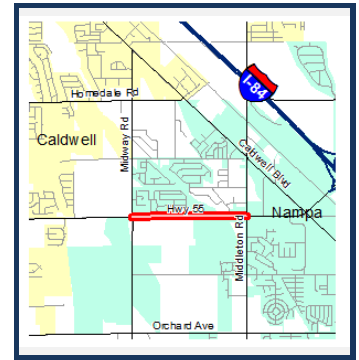
Key #: 21867

Inflated

COMPASS PM:

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

Federal PM



Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,334

Total Cost (Prev. + Prog.) \$6,334

Project Description : Widen SH-55 (Karcher Road) from Midway Road to Middleton Road in the City of Nampa. The project will add one travel lane in each direction to improve mobility and reduce crashes along the corridor.

| Cost Year* | TECM | | Program | | | | | Total | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|------------|---------------------|--|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Federal Share | | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2020 | 306 | 0 | 0 | 0 | 0 | 0 | 306 | 0 | 306 | |
| 2021 | 0 | 0 | 306 | 0 | 0 | 0 | 306 | 0 | 306 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 520 | 5,202 | 5,722 | 0 | 5,722 | |
| Fund Totals: | \$306 | \$0 | \$306 | \$0 | \$520 | \$5,202 | \$6,334 | \$0 | \$6,334 | |

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

SH-55 (Karcher) and Florida Avenue, Intersection Improvements, Caldwell

Key #: 20174

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

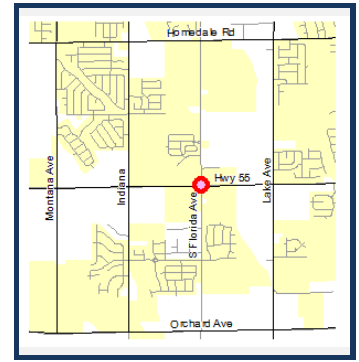
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,446

Total Cost (Prev. + Prog.) \$1,446

Freight Movement and Economic Vitality
 Transportation Safety
 Community Infrastructure
 Farmland



Project Description : Install a "thru-U" intersection at SH-55 (Karcher Road) and Florida Avenue in the City of Caldwell. 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 | | Local Participating | | Program | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | 117 | 117 | 0 | 117 |
| 2022 | 0 | 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 | \$117 | \$117 | \$0 | \$117 |

| Funding Source | | HSIP | | Program | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 55 | 0 | 50 | 0 | 0 | 0 | 105 | 97 | 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 | 102 | 1,122 | 1,224 | 1,134 | 90 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$55 | \$0 | \$50 | \$0 | \$102 | \$1,122 | \$1,329 | \$1,231 | \$98 |

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

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

Key #: 20267

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$25

Total Programmed Cost: \$1,565

Total Cost (Prev. + Prog.) \$1,590

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 | | NHPP | | Program | | | | State Hwy - Pavement Preservation | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-----------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 45 | 1,520 | 1,565 | 1,450 | 115 | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$45 | \$1,520 | \$1,565 | \$1,450 | \$115 | | |

SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation

Key #: 20506

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

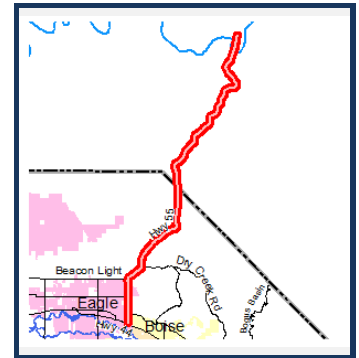
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$11,267

Total Cost (Prev. + Prog.) \$11,267

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. (45% Ada County and 55% Boise County)



| Funding Source | | NHPP | | Program | | | | State Hwy - Restoration | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|-----------------|-----------------|-------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 867 | 10,200 | 11,067 | 10,255 | 812 | | |
| Fund Totals: | \$200 | \$0 | \$0 | \$0 | \$867 | \$10,200 | \$11,267 | \$10,440 | \$827 | | |

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

SH-55, Snake River Bridge, Marsing

Key # : 13387

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Freight Movement and Economic Vitality

Project Year: 2019-2020

Transportation Infrastructure

Total Previous Expenditures: \$1,205

Farmland

Total Programmed Cost: \$13,925

Total Cost (Prev. + Prog.) \$15,130

Project Description : Replace bridge on SH-55 over the Snake River near the City of Marsing. (69% Canyon County and 31% Owyhee County).



| Cost Year* | Bridge State | | Program State Hwy - Bridge Restoration | | | | Total | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--|--------------|--------------------------|-----------------|-----------------|-------------------|----------------|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | | Federal Share | Local Share |
| 2018 | 42 | 4 | -14 | 0 | 0 | 0 | 32 | 30 | 2 |
| 2019 | 0 | 0 | 0 | 184 | 638 | 4,525 | 5,347 | 4,955 | 392 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 8,546 | 8,546 | 7,919 | 627 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$42 | \$4 | (\$14) | \$184 | \$638 | \$13,071 | \$13,925 | \$12,903 | \$1,022 |

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

SH-69 (Meridian Road), Hubbard and Lake Hazel Roads, Signals, Kuna

Key #: 19997

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Project Year: 2018

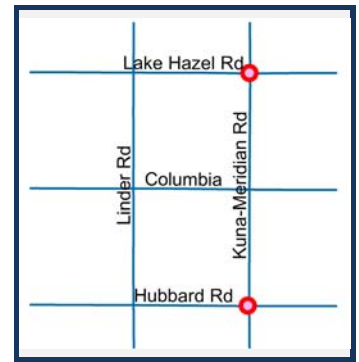
Total Previous Expenditures: \$210

Total Programmed Cost: \$760

Total Cost (Prev. + Prog.) \$970

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.

Environmental Sustainability
Transportation Safety
Freight Movement and Economic Vitality



| Funding Source | | State | Program | | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 40 | 408 | 448 | 0 | 448 |
| 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 |
| 2022 | 0 | 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 | \$408 | \$448 | \$0 | \$448 |

| Funding Source | | Local Participating | Program Hwy - Local Partnerships | | | | Local Match 100.00% | | |
|---------------------|-------------------------|------------------------------------|----------------------------------|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 40 | 0 | 0 | 272 | 312 | 0 | 312 |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$40 | \$0 | \$0 | \$272 | \$312 | \$0 | \$312 |

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

SH-69 (Meridian Road), Kuna to Meridian

Key #: 19965

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Maintenance

Project Year: 2018

Freight Movement and Economic Vitality

Total Previous Expenditures: \$210

Total Programmed Cost: \$4,600

Total Cost (Prev. + Prog.) \$4,810

Project Description : Resurface the pavement on SH-69 from the City of Kuna to the City of Meridian.



| Funding Source | | State | | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|---------------|----------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 200 | 4,400 | 4,600 | 0 | 4,600 | |
| 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 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$200 | \$4,400 | \$4,600 | \$0 | \$4,600 | |

Smith Avenue and Middleton Road, Signals, Nampa

Key #: 20167

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Nampa

Transportation Safety

Project Year: 2019

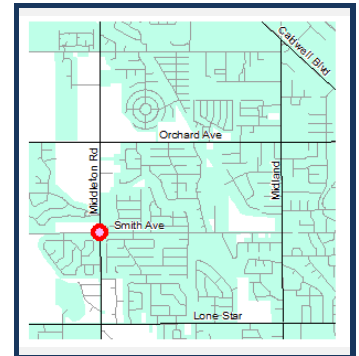
Environmental Sustainability

Total Previous Expenditures: \$0

Total Programmed Cost: \$518

Total Cost (Prev. + Prog.) \$518

Project Description : Widen lanes and install a traffic signal, pedestrian facilities, street lighting, and turn lanes at the intersection of Smith Avenue and Middleton Road in the City of Nampa.



| Funding Source | | HSIP (Local) | | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 12 | 65 | 0 | 0 | 0 | 0 | 77 | 71 | 6 | |
| 2019 | 0 | 0 | 0 | 0 | 74 | 367 | 441 | 409 | 32 | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$12 | \$65 | \$0 | \$0 | \$74 | \$367 | \$518 | \$480 | \$38 | |

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

South Cemetery Road, Highland Drive to Willow Creek, Middleton

Key #: 12048

Inflated

COMPASS PM:

Federal PM

Requesting Agency: City of Middleton

Congestion Reduction/System Reliability

Project Year: 2021

Community Infrastructure

Total Previous Expenditures: \$505

Total Programmed Cost: \$2,824

Total Cost (Prev. + Prog.) \$3,329

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 | | Program | | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 62 | 20 | 0 | 0 | 0 | 0 | 82 | 76 | 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 | 326 | 2,238 | 2,564 | 2,376 | 188 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$62 | \$20 | \$0 | \$0 | \$326 | \$2,238 | \$2,646 | \$2,452 | \$194 | | |

| Funding Source | | Local Participating | | Program | | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|--------------------------|--------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 178 | 0 | 0 | 0 | 178 | 0 | 178 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$178 | \$0 | \$0 | \$0 | \$178 | \$0 | \$178 | | |

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

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

Key #: 13909

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2016

Total Previous Expenditures: \$443

Total Programmed Cost: (\$195)

Total Cost (Prev. + Prog.) \$248

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



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|---------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | -195 | -195 | -181 | -14 |
| 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 |
| 2022 | 0 | 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 | (\$195) | (\$195) | (\$181) | (\$14) |

SR2S, VRT, Ada County - FY2019 and FY2020

Key #: 13912

Inflated

COMPASS PM:
Support

Federal PM

Requesting Agency: Valley Regional Transit

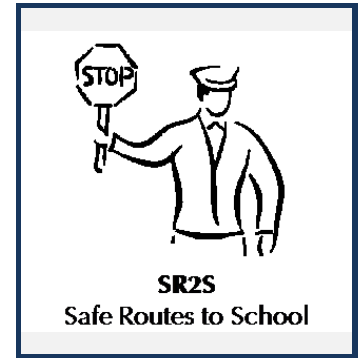
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$335

Total Cost (Prev. + Prog.) \$335

Project Description : Support up to three full-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts for service years FY2019 and FY2020. The Treasure Valley YMCA will receive pass-through funds for this project.



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 335 | 335 | 310 | 25 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$335 | \$335 | \$310 | \$25 |

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

SR2S, VRT, Ada County - FY2021 and FY2022

Key #: 20245

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Support

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$330

Total Cost (Prev. + Prog.) \$330

Project Description : Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving school in Ada County with a focus on the Boise and West Ada School Districts for service years FY2021 and FY2022. The Treasure Valley YMCA will receive pass-through funds for this project.



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | Local Match 7.34% | | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | 330 | 330 | 306 | 24 |
| 2022 | 0 | 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 | \$330 | \$330 | \$306 | \$24 |

SR2S, VRT, Ada County - FY2023

Key #: 20493

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Support

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$162

Total Cost (Prev. + Prog.) \$162

Project Description : Support up to three full-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County with a focus on Boise and West Ada School Districts for service year FY2023. The Treasure Valley YMCA will receive pass-through funds for this project.



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | Local Match 7.34% | | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 162 | 162 | 150 | 12 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$162 | \$162 | \$150 | \$12 |

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

SR2S, VRT, Canyon County - FY2019

Key #: 22029

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Support

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$65

Total Cost (Prev. + Prog.) \$65

Project Description : Provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and indirect costs in Canyon County. Per Administrative Modification #18, FY19-23-Remove ORN from the Key Number to convert it to a permanent key number.



| Funding Source TAP-Urban | | | Program Local Hwy - Transportation Alternatives | | | | Local Match 734.00% | | |
|--------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 65 | 65 | -412 | 477 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 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 | \$65 | \$65 | (\$412) | \$477 |

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

State Street and Collister Drive Intersection, Boise

Key #: 13481

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Congestion Reduction/System Reliability

Project Year: 2018

Freight Movement and Economic Vitality

Total Previous Expenditures: \$1,713

Transportation Safety

Total Programmed Cost: \$11,768

Total Cost (Prev. + Prog.) \$13,481

Project Description : Improve the intersection of State Street and Collister Drive in the City of Boise.



| Funding Source | | Local Participating | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|----------------------------------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 812 | 812 | 0 | 812 |
| 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 |
| 2022 | 0 | 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 | \$812 | \$812 | \$0 | \$812 |

| Funding Source | | STP-TMA | | Program Local Hwy - Transportation Management | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|---|--------------------------|--------------|----------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 340 | 1,423 | 9,193 | 10,956 | 10,152 | 804 |
| 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$340 | \$1,423 | \$9,193 | \$10,956 | \$10,152 | \$804 |

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

State Street Lighting, 16th Street to 23rd Street, Boise

Key #: 20275

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Transportation Safety

Project Year: 2019

Community Infrastructure

Total Previous Expenditures: \$0

Total Programmed Cost: \$366

Total Cost (Prev. + Prog.) \$366

Project Description : Install street lighting on State Street between 16th Street and 23rd Street in the City of Boise.



| Funding Source | | HSIP (Local) | | Program | | | Local Hwy - HSIP | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 12 | 55 | 0 | 0 | 0 | 0 | 67 | 62 | 5 | |
| 2019 | 0 | 0 | 0 | 0 | 56 | 243 | 299 | 277 | 22 | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 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 | \$56 | \$243 | \$366 | \$339 | \$27 | |

Study, Mores Creek Bridge Asset Plan, Ada County

Key #: 21968

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Support

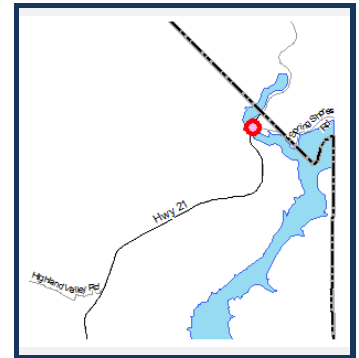
Project Year: 2019-2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$280

Total Cost (Prev. + Prog.) \$280

Project Description : Develop a bridge asset management plan for the Mores Creek Bridge, located on SH-21 about one-half mile from the Ada/Boise County line. Per Administrative Modification #18, FY19-23-Remove ORN from the Key Number to convert it to a permanent key number.



| Funding Source | | STP-State | | Program | | | State Hwy - Bridge Preservation | | Local Match 734.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|---------------------------------|------------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2019 | 25 | 250 | 0 | 0 | 0 | 0 | 275 | -1,744 | 2,019 | |
| 2020 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | -32 | 37 | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Fund Totals: | \$30 | \$250 | \$0 | \$0 | \$0 | \$0 | \$280 | (\$1,775) | \$2,055 | |

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

Study, SH-55, Pear Lane to Middleton Road, Canyon County

Key #: 21906

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

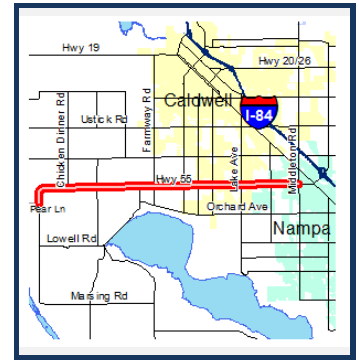
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$750

Total Cost (Prev. + Prog.) \$750

Project Description : Evaluate the environmental impacts as a result of widening SH-55 (Karcher Road) from two lanes to five lanes from Pear Lane to Middleton Road in Canyon County south of the City of Nampa.



| Funding Source STP-State | | | | | | | | Program State Hwy - Early Development | | Local Match 734.00% | |
|--------------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------------------------|----------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 750 | 0 | 0 | 0 | 0 | 0 | 750 | -4,755 | 5,505 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$750 | \$0 | \$0 | \$0 | \$0 | \$0 | \$750 | (\$4,755) | \$5,505 | | |

Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian

Key #: RD202-31

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

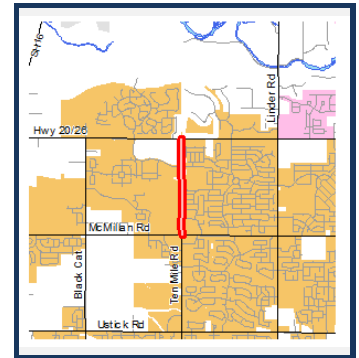
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,495

Total Cost (Prev. + Prog.) \$3,495

Project Description : Widen Ten Mile Road from McMillan Road to US 20/26 (Chinden Boulevard) in the City of Meridian to five lanes including curb, gutter, sidewalk, and bike lanes.



| Funding Source Local (Regionally Significant) | | | | | | | | Program Hwy - Local Partnerships | | Local Match 100.00% | |
|---|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|----------------------------------|----------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 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 | 265 | 0 | 0 | 0 | 0 | 265 | 0 | 265 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 561 | 0 | 0 | 2,669 | 3,230 | 0 | 3,230 | | |
| Fund Totals: | \$0 | \$265 | \$561 | \$0 | \$0 | \$2,669 | \$3,495 | \$0 | \$3,495 | | |

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

Ten Mile Road, Ustick Road to McMillan Road, Meridian

Key #: RD202-32

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

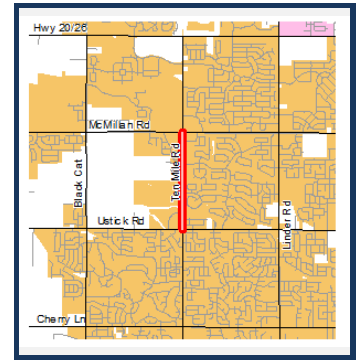
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,066

Total Cost (Prev. + Prog.) \$4,066

Project Description : Widen Ten Mile Road from Ustick Road to McMillan Road in the City of Meridian to five lanes including curb, gutter, sidewalk, bike lanes and two bridge structures.



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 306 | 0 | 0 | 0 | 0 | 306 | 0 | 306 |
| 2021 | 0 | 0 | 643 | 0 | 0 | 0 | 643 | 0 | 643 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 3,117 | 3,117 | 0 | 3,117 |
| Fund Totals: | \$0 | \$306 | \$643 | \$0 | \$0 | \$3,117 | \$4,066 | \$0 | \$4,066 |

Transit - Above and Beyond ADA Paratransit, Nampa Area

Key #: 20043

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Treasure Valley Transit

Project Year: 2018-2019 Valley Regional Transit

Total Previous Expenditures: \$564

Total Programmed Cost: \$1,032

Total Cost (Prev. + Prog.) \$1,596

Project Description : Provide service above and beyond Americans with Disabilities Act (ADA) requirements for paratransit in the Nampa Urbanized Area. Provides service from FY2019 through FY2021. See Valley Regional Transit's Program of Projects for more details.



| Funding Source FTA 5307 SU Program Transit Capital | | | | | | | Local Match 50.00% | | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 450 | 450 | 225 | 225 |
| 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 |
| 2022 | 0 | 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 | \$1,032 | \$1,032 | \$516 | \$516 |

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

Transit - Acquisition of Service, Boise Area

Key #: 19691

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Support

Project Year: 2018-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,680

Total Cost (Prev. + Prog.) \$1,680

Project Description : Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source | | FTA 5310 LU | | Program | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 672 | 672 | 538 | 134 | |
| 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 | |
| 2022 | 0 | 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 | \$1,680 | \$1,680 | \$1,344 | \$336 | |

Transit - Acquisition of Service, Nampa Area

Key #: 19464

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Support

Project Year: 2018-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,415

Total Cost (Prev. + Prog.) \$1,415

Project Description : Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Nampa Urbanized Area. FY2017 funds carried over to FY2018. Additional details about this program are included in ITD's programming documents.



| Funding Source | | FTA 5310 SU | | Program | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 566 | 566 | 453 | 113 | |
| 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 | |
| 2022 | 0 | 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 | \$1,415 | \$1,415 | \$1,132 | \$283 | |

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

Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area

Key #: 18884

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Support

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$75

Total Cost (Prev. + Prog.) \$75

Project Description : Provide expansion and replacement of rolling stock, infrastructure, and technology. FY2017 funds carried over to FY2018.



| Funding Source | | FTA 5339 LU | | Program | | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-----------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 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 | | |
| 2022 | 0 | 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 | | |

Transit - Capital, Rolling Stock, Infrastructure, and Technology, Boise Area

Key #: 19122

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Transportation Infrastructure

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,860

Total Cost (Prev. + Prog.) \$2,860

Project Description : Provide expansion and replacement of rolling stock, infrastructure, and technology in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source | | FTA 5339 LU | | Program | | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|-----------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 713 | 713 | 570 | 143 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 421 | 421 | 337 | 84 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 469 | 469 | 375 | 94 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 469 | 469 | 375 | 94 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 394 | 394 | 315 | 79 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 394 | 394 | 315 | 79 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,860 | \$2,860 | \$2,288 | \$572 | | |

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

Transit - Capital, Safety, and Security, Boise Area

Key #: 19131

Inflated

COMPASS PM:

Federal PM

Transportation Safety



Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$44

Total Cost (Prev. + Prog.) \$44

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. FY2017 funds carried over to FY2018.



| Funding Source | | FTA 5307 LU | | Program | | | | Transit Capital | | Local Match | | 20.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-----------------|-------------|-------------|--|--------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 44 | 44 | 35 | 9 | | | |
| 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 | | | |
| 2022 | 0 | 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 | \$44 | \$44 | \$35 | \$9 | | | |

Transit - College of Western Idaho Entrance and Roundabout, Nampa

Key #: 19609

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,079

Total Cost (Prev. + Prog.) \$1,079

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 FY2018.



| Funding Source | | FTA 5307 SU | | Program | | | | Transit Capital | | Local Match | | 20.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|-----------------|-------------|-------------|--|--------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 1,079 | 1,079 | 863 | 216 | | | |
| 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 | | | |
| 2022 | 0 | 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 | \$1,079 | \$1,079 | \$863 | \$216 | | | |

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

Transit - Mobility Management Operations, Boise Area

Key #: 19041

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,284

Total Cost (Prev. + Prog.) \$4,284

Project Description : Provide operations for mobility management programs in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source FTA 5307 LU | | | | | | | | Program Transit Operations | | Local Match 50.00% | |
|----------------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|----------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 714 | 714 | 357 | 357 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 714 | 714 | 357 | 357 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,284 | \$4,284 | \$2,142 | \$2,142 | | |

Transit - Nampa Transit Oriented Development

Key #: 20789

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$310

Total Cost (Prev. + Prog.) \$310

Project Description : Design and construct a transit oriented development using an existing building to create a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. Funds are currently for design and environmental work only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available.



| Funding Source FTA 5307 SU | | | | | | | | Program | | Local Match 20.00% | |
|----------------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 310 | 0 | 0 | 0 | 0 | 310 | 248 | 62 | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$310 | \$0 | \$0 | \$0 | \$0 | \$310 | \$248 | \$62 | | |

Transit - Operations, Fixed Route, and Mobility Management, Nampa Area

Key #: 18786

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Support

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,050

Total Cost (Prev. + Prog.) \$8,050

Project Description : Provide for fixed route and mobility management operations and services in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source | | FTA 5307 SU | | Program | | | | Transit Operations | | Local Match 50.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|----------------|----------------|--------------------|----------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 1,302 | 1,302 | 651 | 651 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 1,328 | 1,328 | 664 | 664 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 1,355 | 1,355 | 678 | 678 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 1,355 | 1,355 | 678 | 678 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 1,355 | 1,355 | 678 | 678 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 1,355 | 1,355 | 678 | 678 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,050 | \$8,050 | \$4,025 | \$4,025 | | |

Transit - Operations, Preventive Maintenance, and Paratransit, Boise Area

Key #: 19137

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Maintenance

Project Year: 2018-PD

Support

Total Previous Expenditures: \$0

Total Programmed Cost: \$14,301

Total Cost (Prev. + Prog.) \$14,301

Project Description : Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source | | FTA 5307 LU | | Program | | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|-----------------|-----------------|-----------------|----------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 2,461 | 2,461 | 1,969 | 492 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 2,368 | 2,368 | 1,894 | 474 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 2,368 | 2,368 | 1,894 | 474 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 2,368 | 2,368 | 1,894 | 474 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 2,368 | 2,368 | 1,894 | 474 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 2,368 | 2,368 | 1,894 | 474 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,301 | \$14,301 | \$11,441 | \$2,860 | | |

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

Transit - Park and Ride, Middleton

Key #: 19297

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2017

Total Previous Expenditures: \$1,010

Total Programmed Cost: \$150

Total Cost (Prev. + Prog.) \$1,160

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 FY2018.



| Funding Source | | FTA 5307 SU | | | | | | Program | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 150 | 150 | 120 | 30 | | |
| 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 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$150 | \$150 | \$120 | \$30 | | |

Transit - Preventive Maintenance and Demand Response, Nampa Area

Key #: 18914

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,846

Total Cost (Prev. + Prog.) \$1,846

Project Description : Provide preventive maintenance and complementary paratransit to sustain vehicle and facility safety and security in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source | | FTA 5307 SU | | | | | | Program | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 301 | 301 | 241 | 60 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 309 | 309 | 247 | 62 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 309 | 309 | 247 | 62 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 309 | 309 | 247 | 62 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 309 | 309 | 247 | 62 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 309 | 309 | 247 | 62 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,846 | \$1,846 | \$1,477 | \$369 | | |

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

Transit – Rideshare Platform, VRT/ACHD

Key #: 19173

Inflated

COMPASS PM:

Federal PM

Requesting Agency: VRT/ACHD

Project Year: 2016

Total Previous Expenditures: \$60

Total Programmed Cost: (\$31)

Total Cost (Prev. + Prog.) \$29

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



| Funding Source | | FTA 5307 SU | | Program | | | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|--------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | -31 | -31 | -25 | -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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | (\$31) | (\$31) | (\$25) | (\$6) |

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area

Key #: 18788

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Project Year: 2018-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,407

Total Cost (Prev. + Prog.) \$2,407

Project Description : Provide capital rolling stock, infrastructure, and technology for the public transportation system in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.

Transportation Infrastructure



| Funding Source | | FTA 5307 LU | | Program | | | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|--------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 200 | 200 | 160 | 40 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 501 | 501 | 401 | 100 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 558 | 558 | 446 | 112 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 558 | 558 | 446 | 112 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 295 | 295 | 236 | 59 |
| PD | 0 | 0 | 0 | 0 | 0 | 295 | 295 | 236 | 59 |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,407 | \$2,407 | \$1,926 | \$481 |

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

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area

Key #: 18781

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Valley Regional Transit

Transportation Infrastructure

Project Year: 2018-PD

Support

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,026

Total Cost (Prev. + Prog.) \$6,026

Project Description : Provide capital rolling stock, infrastructure, and technology for the public transportation system in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



| Funding Source | | FTA 5307 SU | | Program | | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|-----------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 190 | 190 | 152 | 38 | | |
| 2019 | 0 | 0 | 0 | 0 | 0 | 190 | 190 | 152 | 38 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 1,413 | 1,413 | 1,130 | 283 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 1,413 | 1,413 | 1,130 | 283 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 1,407 | 1,407 | 1,126 | 281 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 1,413 | 1,413 | 1,130 | 283 | | |
| Fund Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,026 | \$6,026 | \$4,821 | \$1,205 | | |

Transit - Vehicle Replacement, Metro Community Service, Nampa Area

Key #: 20105

Inflated

COMPASS PM:

Federal PM

Requesting Agency: Metro Community Services

Project Year: 2018

Total Previous Expenditures: \$58

Total Programmed Cost: \$13

Total Cost (Prev. + Prog.) \$71

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.



| Funding Source | | FTA 5339 SU | | Program | | | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 10 | 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 |
| 2022 | 0 | 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 | \$13 | \$13 | \$10 | \$3 |

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

US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle

Key #: 20594

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

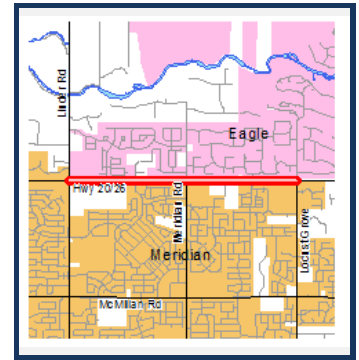
Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$14,597

Total Cost (Prev. + Prog.) \$14,597

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 | | TECM | | Program | | | | State Hwy - Safety & Capacity (Safety) | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|----------------|------------|--------------------------|----------------|-----------------|--|-----------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 1,000 | 1,000 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | | |
| 2019 | 0 | 765 | 0 | 0 | 0 | 0 | 765 | 0 | 765 | | |
| 2020 | 0 | 0 | 2,295 | 0 | 0 | 0 | 2,295 | 0 | 2,295 | | |
| 2021 | 0 | 0 | 0 | 0 | 867 | 8,670 | 9,537 | 0 | 9,537 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$1,000 | \$1,765 | \$2,295 | \$0 | \$867 | \$8,670 | \$14,597 | \$0 | \$14,597 | | |

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

Key #: 19944

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

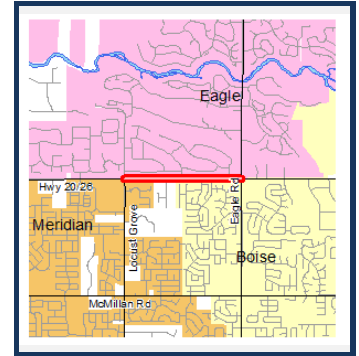
Project Year: 2021

Total Previous Expenditures: \$1,200

Total Programmed Cost: \$10,227

Total Cost (Prev. + Prog.) \$11,427

Project Description : Widen US 20/26 (Chinden Boulevard) between Locust Grove Road and SH-55 (Eagle Road) in the Cities of Boise, Eagle, and Meridian.



| Funding Source | | HSIP | | Program | | | | State Hwy - Strategic Initiatives | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|----------------|------------|--------------------------|----------------|-----------------|-----------------------------------|--------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 912 | 2,175 | 0 | 0 | 0 | 3,087 | 2,860 | 227 | | |
| 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 | 510 | 6,630 | 7,140 | 6,616 | 524 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$912 | \$2,175 | \$0 | \$510 | \$6,630 | \$10,227 | \$9,476 | \$751 | | |

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

US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian

Key #: 20227

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

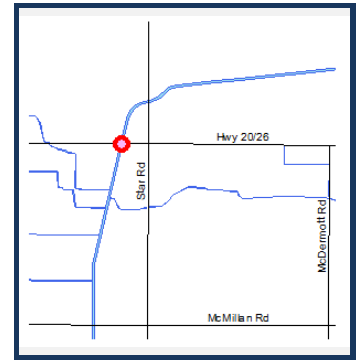
Project Year: 2021

Total Previous Expenditures: \$550

Total Programmed Cost: \$2,925

Total Cost (Prev. + Prog.) \$3,475

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



| Funding Source | | Program | | | | | | Local Match 7.34% | |
|---------------------|------------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| Cost Year* | NHPP Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 93 | 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 | 275 | 2,550 | 2,825 | 2,618 | 207 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$100 | \$0 | \$0 | \$0 | \$275 | \$2,550 | \$2,925 | \$2,710 | \$215 |

US 20/26 (Chinden), SH-16 to Linder Road, Ada County and Meridian

Key #: 20603

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

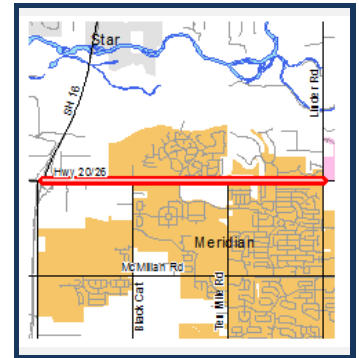
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$16,980

Total Cost (Prev. + Prog.) \$16,980

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 | | Program | | | | | | Local Match 7.34% | |
|---------------------|------------------------------|------------------------------------|----------------|------------|--------------------------|-----------------|-----------------|-------------------|----------------|
| Cost Year* | HSIP Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 150 | 0 | 0 | 0 | 0 | 0 | 150 | 139 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 3,570 | 0 | 1,020 | 12,240 | 16,830 | 15,595 | 1,235 |
| Fund Totals: | \$150 | \$0 | \$3,570 | \$0 | \$1,020 | \$12,240 | \$16,980 | \$15,734 | \$1,246 |

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

US 20/26 (Chinden), Star Road to SH-16, Ada County

Key # : 20367

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

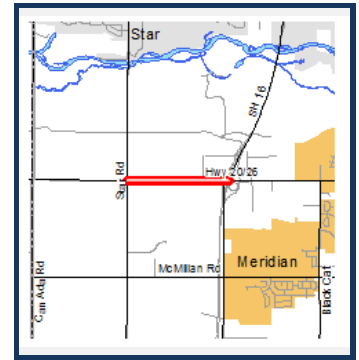
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,658

Total Cost (Prev. + Prog.) \$5,658

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."



| Cost Year* | HSIP | | Program State Hwy - Early Development | | | | Total | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|---------------------------------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | | Federal Share | Local Share |
| 2018 | 150 | 0 | 0 | 0 | 0 | 0 | 150 | 139 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 1,020 | 0 | 408 | 4,080 | 5,508 | 5,104 | 404 |
| Fund Totals: | \$150 | \$0 | \$1,020 | \$0 | \$408 | \$4,080 | \$5,658 | \$5,243 | \$415 |

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

US 20/26 (Chinden), Tree Farm Way to Linder Road, Ada County

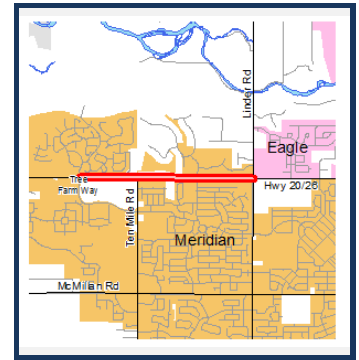
Key #: 21858

Inflated

COMPASS PM:

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

Federal PM



Requesting Agency: Private Developer

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,770

Total Cost (Prev. + Prog.) \$7,770


Project Description : Widen US 20/26 (Chinden Boulevard) from Tree Farm Way to the existing five-lane section, approximately 700 feet to the west of Linder Road to five lanes (two through lanes in each direction and a two way left center turn lane). The project will include turn lanes and raised medians where necessary. Project funded and constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue (STAR) financing.

| Funding Source | | State | | Program | | | | State Hwy - Strategic Initiatives | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|-------------|-----------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 1 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 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 | | STAR | | Program | | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|----------------|------------|--------------------------|----------------|----------------|--------------------------|----------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2018 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2019 | 0 | 0 | 1,250 | 0 | 10 | 6,500 | 7,760 | 0 | 7,760 | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Fund Totals: | \$0 | \$0 | \$1,250 | \$0 | \$10 | \$6,500 | \$7,760 | \$0 | \$7,760 | | |

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

US 20/26 and Farmway/Kent Ranch Road Intersection, west of Caldwell

Key # : 18852 **Inflated** **COMPASS PM:**
Freight Movement and Economic Vitality
Transportation Safety
Congestion Reduction/System Reliability **Federal PM**



Requesting Agency: ITD
Project Year: 2018
Total Previous Expenditures: \$185
Total Programmed Cost: \$375
Total Cost (Prev. + Prog.) \$560

Project Description : Add a left-turn lane on eastbound US 20/26, flashing beacons to existing warning signs, and realign the intersection at Farmway Road/Kent Road just west of the City of Caldwell to square up the intersection to 90 degrees on all four legs.



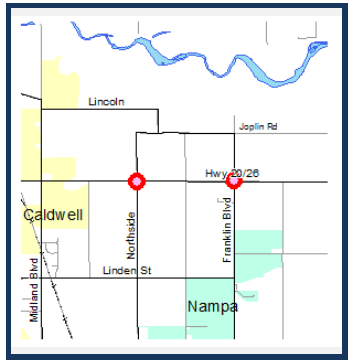
| Funding Source | | HSIP | | | | | | Program | | State Hwy - Strategic Initiatives | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|-------------|-----------------------------------|--|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2018 | 8 | -135 | 0 | 0 | 41 | 461 | 375 | 347 | 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 | | | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Fund Totals: | \$8 | (\$135) | \$0 | \$0 | \$41 | \$461 | \$375 | \$347 | \$28 | | | | |

US 20/26, Intersection Improvements, Canyon County

Key # : 19415 **Inflated** **COMPASS PM:**
Transportation Safety
Congestion Reduction/System Reliability
Freight Movement and Economic Vitality
Community Infrastructure **Federal PM**


Requesting Agency: ITD
Project Year: 2019
Total Previous Expenditures: \$170
Total Programmed Cost: \$470
Total Cost (Prev. + Prog.) \$640

Project Description : Add improvements to turning radii for truck movements and minor widening, and reestablish draining ditches along the US 20/26 corridor in Canyon County at Northside Boulevard and Franklin Boulevard.



| Funding Source | | State | | | | | | Program | | State Hwy - Strategic Initiatives | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------|--------------|-----------------------------------|--|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2018 | 50 | 165 | 0 | 0 | 0 | 0 | 215 | 0 | 215 | | | | |
| 2019 | 0 | 0 | 0 | 0 | 51 | 204 | 255 | 0 | 255 | | | | |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Fund Totals: | \$50 | \$165 | \$0 | \$0 | \$51 | \$204 | \$470 | \$0 | \$470 | | | | |

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

US-95, Boise River Bridge Hydraulic Study, near City of Parma

Key #: 13952

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$200

Total Cost (Prev. + Prog.) \$200

Project Description : Complete a hydraulic study of the Boise River south of the City of Parma. This study will determine river flows upstream and downstream of the existing bridge and evaluate the erosion and deposits at this location. This report will recommend strategies on how best to mitigate hydraulic issues up to and including bridge replacement.



| Cost Year* | STP-State | | Program | | | | Total | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|-------------------|-------------|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | | Federal Share | Local Share |
| 2018 | 5 | 195 | 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 |
| 2022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Totals: | \$5 | \$195 | \$0 | \$0 | \$0 | \$0 | \$200 | \$185 | \$15 |

US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County

Key #: 19645

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ITD

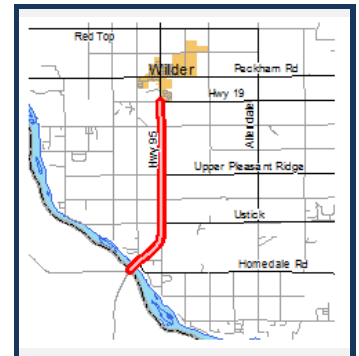
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,205

Total Cost (Prev. + Prog.) \$3,205

Project Description : Seal coat US 95 from the Oregon state line (milepost 0) to the City of Wilder (milepost 38.4) to preserve the roadway. (90% Owyhee County and 10% Canyon County)



| Cost Year* | STP-State | | Program | | | | Total | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|----------------|----------------|-------------------|--------------|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | | Federal Share | Local Share |
| 2018 | 62 | 0 | 0 | 0 | 0 | 0 | 62 | 57 | 5 |
| 2019 | -54 | 0 | 0 | 0 | 151 | 3,046 | 3,143 | 2,912 | 231 |
| 2020 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2021 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 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 | \$151 | \$3,046 | \$3,205 | \$2,970 | \$235 |

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

Ustick Road, Linder Road to Meridian Road, Meridian

Key #: RD202-35

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$2,267

Total Programmed Cost: \$328

Total Cost (Prev. + Prog.) \$2,595

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.

Health

Congestion Reduction/System Reliability

Housing

Transportation Safety



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 328 | 328 | 0 | 328 |
| 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 |
| 2022 | 0 | 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 | \$328 | \$328 | \$0 | \$328 |

Ustick Road, Meridian Road to Locust Grove Road, Meridian

Key #: RD202-37

Inflated

COMPASS PM:

Federal PM

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$2,599

Total Programmed Cost: \$328

Total Cost (Prev. + Prog.) \$2,927

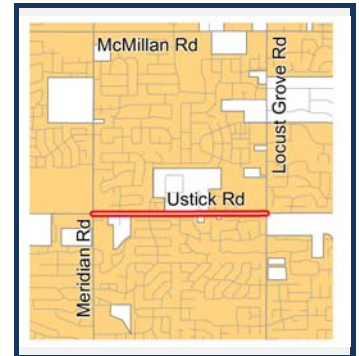
Project Description : Widen Ustick Road from Meridian Road to Locust Grove Road in the City of Meridian from two-lane to a five-lane urban section with curbs, gutters, sidewalks, and bike lanes.

Transportation Safety

Housing

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2018 | 0 | 0 | 0 | 0 | 0 | 328 | 328 | 0 | 328 |
| 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 |
| 2022 | 0 | 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 | \$328 | \$328 | \$0 | \$328 |

APPENDIX B:
VERBATIM PUBLIC COMMENTS

Public Comments Received (Verbatim)

- Draft FY2018–2022 Regional Transportation Improvement Program
 - Proposed Changes to *Communities in Motion 2040*
 - Air Quality Conformity Demonstration for Northern Ada County
- FY2018 federal Program of Projects proposed for funding by Valley Regional Transit

Public Comment Period: July 17 – August 15, 2017

Total number of comments received by COMPASS: 57

Email: 1

Online Comment Form: 50

Hard Copy Comment Form: 5

Letter: 1

| Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small> | Staff Response | Zip Code Name Affiliation | Format |
|--|---|--|---------------------|
| Comments on projects in the DRAFT FY2018 - 2022 Regional Transportation Improvement Program (TIP) | | | |
| It always seems strange to me that there is not an I-84 exit at Five Mile. There are 4 miles of interstate without an exit from Eagle to Cole. That's as far as the exits between Ten Mile and the first Nampa exit. The difference there is that is through farmland, but between Cole and Five Mile is fully developed. I think you would be hard pressed to find a substantial city in America that has a 4 mile gap between exits in the heart of the city. Adding an interchange here would also help relieve the significant congestion at the Eagle I-84 exit. | Provided to the COMPASS Board of Directors. Forwarded to ITD. | 83713 Gordon Mancuso Methodist Counseling Center | Online comment form |
| Please update your plans to complete the Hwy 16 project from Star to I-84 in Meridian, this is a good project that will alleviate so much stress on all of the Eagle arteries and problems - do this first - more north south management is needed. ALSO, lacking is a signal in Star at Plummer and State, which has no left turn lane for cars exiting Plummer going east - with the new school opening next year this will be a bigger nightmare, so many near miss and actual accidents since ACHD took away the left turn lane from Plummer and allocated it only to a left turn into Heron River on Plummer. Its a mess out here! | Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD. | 83669 Marjorie Dougherty | Online comment form |

| <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>Our community is suffering due to lack of roads. Cars come through Woodbridge subdivision to cut through from Eagle Rd. to Locust Grove. No plans have been made to alleviate this situation. We seem to be stuck between ITD, ACHD and the city of Meridian.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD, ACHD, and the City of Meridian.</p> | <p>83642 Liz Boone Woodbridge HOA President</p> | <p>Online comment form</p> |
| <p>All of the projects seem important so it is hard to prioritize but the population growth of the valley seems to be in the 83646 area and although several projects of capital and road improvement are suggested, the rate of growth of developments is going to surpass this 5 year plan. The 2 lane roads going N-S (Star, McDermott, Black Cat, Ten Mile, Linder, Meridian, etc. will not be able to accommodate the rate of development. While I applaud the efforts of enhancing Ustick and parts of 10 Mile, it will not be enough if the valley continues to grow at the current pace. Additional arterial to the freeway are going to be crucial for population growth. Is Hwy 16 from State Street to the Fwy off the table for now? I did not see it listed as an option. Along with other capital improvements, this should be one as well.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> <p><u>COMPASS response to commenter:</u> SH 16 is listed as number 14 in the prioritized list of unfunded corridors and projects in CIM 2040. For more information about it please see State Highway 16/McDermott Road.</p> | <p>83646</p> | <p>Online comment form</p> |
| <p>The stop light at victory and eagle needs to be fixed! East west traffic must wait for 4 minutes in the early morning and once the light is green it only stays green for 30 seconds! I normally go thru about 6:20 to 6:40 am. Please! This has been this way for over a year!!!</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> | <p>83642</p> | <p>Online comment form</p> |
| <p>I really appreciate the funds being earmarked for VRT, bikes/pathways, safe routes to schools, and capital maintenance in the Boise Urbanized Area. This TIP seems to communicate an even distribution of improvements throughout the district and a commitment to all forms of transportation.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p> | <p>83702</p> | <p>Online comment form</p> |
| <p>More bike-only lanes? Shared roads and buffered lanes have failed.</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>83709</p> | <p>Online comment form</p> |
| <p>Nice that the east-west corridors and Hwy 55 are being upgraded. That will help clog up the north-south routes near Eagle. Eagle and Glenwood roads are already jammed with traffic. We need at least one new route across the river between Eagle and Glenwood roads or maybe just stop the growth north of the river so there isn't more traffic....</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> | <p>83616</p> | <p>Online comment form</p> |

| <p align="center">Comment</p> <p>(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>I am NOT in favor of widening State Street between Star Rd and Hwy 16. This would cause a major thoroughfare to run right thru downtown Star, effectively destroying our downtown and leaving us with all of the inherent noise and pollution from a five lane road.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83669</p> | <p>Online comment form</p> |
| <p>Amity Road (Between Five Mile & Cloverdale) needs widened, graded and re-paved.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p> | <p>83709</p> | <p>Online comment form</p> |
| <p>I've scanned the draft TIP document and must confess that I didn't have time to thoroughly study it. However, I do have some general comments. Maybe they are more appropriate for the Motion 2040 document -- I'll let you decide. It seems to me that all the agencies dropped the ball on planning for transportation along what is now the Eagle Road corridor. That should have been built as a freeway connecting I-84 to ID-55 north of Eagle. Since that opportunity was lost, all that can be done is to try and catch up to the needed improvements that must be made to an insufficient solution. You need to also think about how to avoid the same thing from happening on ID-44 from Eagle to I-84. Right now the highway passes through the middle of Star and Middleton. At least build bypasses around the center of these towns so tht traffic can move at 55 or 65 mph. Consider upgrading this route to a freeway or divided 4 lane highway. With the housing growth that is occurring in north Eagle and along ID-55 we are seeing more impact in the Dry Creek Valley (Dry Creek Rd and Cartwright Rd) and in areas of north Boise where Cartwright Rd joins Bogus Basin Road. Within 10 years the traffic through this area will likely quadrupal, so now is the time to plan for this change and be proactive in upgrading the substandard roads we currently have as well as figuring out how to encourage traffic to go around the area rather than through it. We also need a road with an additional road from State Street to Chinden that crosses the Boise River somewhere between Glenwood and Eagle Road. That would divert some of the current traffic from the two existing major north-south arterials.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>87314 William S. Junk</p> | <p>Online comment form</p> |
| <p>Please expedite improvements to Chinden, it is a huge safety issue, traffic is typically backed up from Eagle to past Locust Grove, improvements to nearby roadways and population increases as well as new retail will funnel even more traffic</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83646 Kevin Abernathy</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>through this area, something needs to be done sooner rather than later.</p> | | | |
| <p>Would love to keep the area as rural as possible, while accommodating growth.</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>Widen US 20/26 and make it an interstate style highway. The land along the road is for sale now in Canyon County. Purchase it while it is a vailable and cheap. Property values are going to continue to increase and the cost of doing these projects will increase with time as well. Widen Interstate 84 through Canyon County to the Payette County Line. Put an on/off ramp in Caldwell at either Linden or Ustick.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83605</p> | <p>Online comment form</p> |
| <p>Why is there no projects listed to widen 20/26 (Chinden) to 4 lanes with center turn lane from Caldwell to Eagle Rd? The valley needs an improved East/West route... not rely solely on I-84.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> <p><u>COMPASS response to commenter:</u></p> <p>There are actually four projects to widen US 20/26 currently proposed in the program.</p> <ul style="list-style-type: none"> • US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle – Total \$14,350,000 with construction budgeted in FY2022 • US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road) – Total \$9,625,000 with construction budgeted in FY2021 • US 20/26 (Chinden), SH-16 to Linder Road, Ada County and Meridian – Total \$16,550,000 with construction budgeted in Preliminary Development (beyond FY2022) • US 20/26 (Chinden), Star Road to SH-16, Ada County – Total \$5,450,000 with construction budgeted in Preliminary Development (beyond FY2022) <p>Funding is limited; therefore, the widening of US 20/26 (Chinden) is occurring by segment, starting on the eastern end of the corridor.</p> | <p>83687</p> | <p>Online comment form</p> |
| <p>I don't see anything in the TIP that will address the Eagle Road/I-84 interchange. Traffic through that interchange is extremely congested. Adding clover-leaf on-ramps may help.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83607</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>Also, the work to widen I-84 between Caldwell and Franklin Road can't happen soon enough. It has been sorely needed now for at least 10 years.</p> | | | |
| <p>COMPASS has been discussing widening Chinden Blvd to 5 lanes from Eagle Road to Linder Road for some time. With the growth that has taken place in adjoining areas this improvement is already needed. The growth in homes, businesses and the resulting traffic continues unabated. I am surprised to see that this widening project is still 4-5 years in the future! Is there any way this can be prioritized for earlier implementation?!?</p> <p>I drive several miles east on Chinden Blvd to get to where I can catch a Valley Ride Bus that will take me downtown. Why isn't bus service available on this corridor further West than Discovery Way? The bus service doesn't even go as far West as the existing 5-lane portion of Chinden does.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and VRT.</p> <p><u>COMPASS response to commenter:</u></p> <p>Chinden Boulevard (US 20/26) Chinden Boulevard (U.S. 20/26) between Caldwell and Meridian is priority #3 of 32 unfunded corridors in Ada and Canyon Counties, after Interstate 84 and State Highway 44 (State Street). Due to limited funding, ITD is focused on preservation and maintenance of the existing transportation system.</p> <p>ITD does have some funding dedicated to safety and capacity improvements that can be used to fund a one-mile stretch of widening along Chinden Boulevard from Eagle Road to Locust Grove in 2021. ITD will continue to look for opportunities to fund other improvements on the corridor with the funding available.</p> <p>Bus Service The current bus system was designed using limited funding received by Valley Regional Transit through federal and local sources. There is currently no dedicated local funding for public transportation. We will share your comment with Valley Regional Transit for consideration in future changes to bus routes.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>I'm impressed with project Key #20095 – way to identify available resources that will make a significant difference to the student population! Hopefully the covered area will enable more students to ride even in less than ideal conditions. Same sentiment with project keys #19979, 20010, and 20127. Hopefully these will help students and other downtown denizens get around and use alternative modes of movement! It is also fabulous to see so many maintenance specific projects, there will never be enough, but every little bit helps! Project key #20315 will be greatly appreciated, and is a much needed improvement. It is also exciting to see so many pedestrian</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD, ACHD, and VRT.</p> | <p>83704</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>improvement projects! Also, as a frequent user of Ustick, projects RD202-35 and RD202-37 are exciting to see.</p> | | | |
| <p>In regards to I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa, Key # : 20315:</p> <p>I have lived in the valley for 33 of my 39 years of life (born and raised),so I can say this from personal observations since I was a kid: This valley has a bad history of approving projects which are reactionary in nature, as opposed to being pro-active. The widening of I-84 is necessary, but widening to only 3 lanes in each direction is the wrong solution. This will temporarily ease congestion some for a few years, but not beyond that, and we will once again be faced with an over congested road with no opportunity to widen for another 20+ years. This is an unacceptable solution.</p> <p>Instead, this project should be expanded to Garrity, and the interstate should be widened to 4 lanes in each direction. This will ease congestion significantly now, and allow for the anticipated future growth of the West Treasure Valley for years to come. Mark my words - if the plan continues as-is with only 3 lanes, the calls for another widening to 4 lanes will surface within 5 years of the project completion. Don't say no-one saw it coming. I lived in Seattle for 6 years in my early adult life, and I've seen first hand what properly planned and executed road projects look like. Let me tell you, they understand pro-active planning, and they understand the long terms affects of reactionary planning. The treasure valley could take a lesson from Seattle area projects.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83686 Jared Day</p> | <p>Online comment form</p> |
| <p>I would like to see the completion of SH16 to I 84 moved up in priority. Completion of this section of highway would do much to relieve congestion on SH 55 and other secondary roads in the area.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83686 Fred Hoadley Methodist Counseling Center</p> | <p>Online comment form</p> |
| <p>SH-16 from Chinden to I-84 should be a very high priority. Linder Road widening from Hwy 44 to Chinden should be a priority. Ten Mile from Ustick to Chinden should be funded and prioritized. Eagle Road widening from Fairview to Chinden to 6 lanes should be a priority. Do <u>not</u> increase funding for VRT – it is a failed program with limited ridership.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD, ACHD, and VRT.</p> | <p>83616</p> | <p>Hard copy 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>The problem with this draft is that it is so vague there is no way to figure out what actual work will be done. (see Capitol maintenance phases).</p> <p>IDT has finally figured out that I-84 needs widened but their plan is shortsighted, 3-lanes will never be enough and soon need to be widened again. Also, none of these "planning" agencies have recognized the need for additional freeway exits or the Highway 16 connector (which is nowhere to be found). IDT would rather spend \$12 million on a little used exit that is outside of the main metro core, while SW Boise has few options that are over used and inconvenient to access.</p> <p>You spend millions of dollars on traffic planning or collecting data but don't construct anything with it. If you drive anywhere in the Treasure Valley common sense will tell you what needs to be improved, it doesn't take multi-million dollar studies to figure this out. This is a way for Compass to justify its existence.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> | <p>83709</p> | <p>Online comment form</p> |
| <p>Hi, there is a sidewalk being built on my street. I think it is too small. It would make walking & riding a bike much easier if it was foot wider. Especially when the children are trying to walk to school with their friends. Maybe, (for future sidewalks) you could make them all the same width as the greenbelt. Or all new sidewalks also be bike paths. I think that for every mile of road you make for a car, you should also make a mile of a bike path that goes north – south through Boise. We have an east – west greenbelt, but we deserve a north-south greenbelt to connect the foothills to the bench. Thanks!</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p> | <p>83709 Larissa DeHaas</p> | <p>Hard copy comment form</p> |
| <p>I support the draft TIP and recommended changes.</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>83713</p> | <p>Online comment form</p> |
| <p>I'm opposed to a roundabout at the intersection of Ustick Rd and Middleton Rd. I would much rather see a light at this intersection.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to the City of Caldwell.</p> | <p>83687</p> | <p>Online comment form</p> |
| <p>Construct an interchange at Middleton road when you widen the freeway (I-84) to 3 lanes each direction. This would help eliminate the Karcher Interchange congestion.</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>83687 Miles D. Lindsey</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>Agree with all changes</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>83702</p> | <p>Online comment form</p> |
| <p>Dear Sirs, Considering all of the business and residential development in the NW section of our valley, the 20/26 Chinden Corridor has become a critical transportation route. Just recently Costco has announced for 10 Mile/Chinden site and WinCO will likely soon announce somewhere close to Chinden west of Meridian Road. Paramount Subdivision is completing its build-outs as well as a number of other large subdivisions along the corridor. - Frankly, there is a drastic need to increase to a 7-lane highway all along the corridor, due to significant traffic congestion during normal commuting hours as well as during school commuting as there are several middle and high schools along the corridor. -Given all the schools and residential development, there is a significant need for basic safety infrastructure: contiguous sidewalks, bike lanes, and pedestrian crossings. - Incidence of crashes along the corridor is increasing jeopardizing the wellbeing, lives, and livelihood of our citizens and visitors to the valley. - Traffic frustration due to increased congestion and travel time results in drivers becoming less patient and taking safety risks while driving to avoid being caught at the next stop. We want an economically vibrant community where jobs are growing, our children have reasons to stay in the valley after graduating from school, and a safe/ low stress environment for our citizens.</p> | <p>Provided to the COMPASS Board of Directors, Forwarded to ITD.</p> | <p>83713 Michael D. Armstrong, Jr. Micro 100 Tool Corporation</p> | <p>Online comment form</p> |
| <p>Why is Ustick widening, scheduled for 2018, more urgent then Chinden widening scheduled for 2022? Chinden is a state highway with major developments of the Temple, WinCo and Costco. Shouldn't Chinden be done first?</p> | <p>Provided to the COMPASS Board of Directors.</p> <p><u>COMPASS response to commenter:</u> Ustick is under the jurisdiction of ACHD, while Chinden (US 20/26) is under the jurisdiction of ITD. The budgets of ACHD and ITD are managed separately. Projects were added by each agency as they saw the need and could fit a project within their budgets.</p> | <p>83713</p> | <p>Online comment form</p> |
| <p>The problem with all these plans is that you are completely shortsighted. You have Principal arterials that are only planned to be widened to 3-lanes (this is a waste of funds and tax payer money). You have roads dedicated as Minor Arterials when it is obvious they are not (Ten-Mile Rd). You plan to reduce lanes on Emerald St, the only route into downtown from that section of the south central bench. How shortsighted are you? Are far as moving people around, everything is regionally significant.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p> | <p>83709</p> | <p>Online comment form</p> |

| <p align="center">Comment</p> <p>(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>Electric bikes have transformed bike commuting far more than citizens realize. I am a mom of 2 living 6 miles from where I work and where my children go to school in downtown Boise. Prior to pedal assist technology I did not feel safe commuting with two children. Now I do and am as efficient as a car but with the freedom to not be stuck in traffic. With the cargo bike I can easily add on a stop at the grocery store even when traveling with my briefcase, both kids and their school backpacks and lunch boxes. I save 4 hours in needing to add on a work-out at the end of the work day and gain time with my children and increased relations with my neighbors and colleagues - I more easily interact with where I can say "hi" when I go by. It is more economical for our family as well. We currently travel on roads that are not highly traveled by cars. For example, in Boise, even though there is a bike lane on 36th and Hill Road, we will instead take 32nd (N/S) and then the greenbelt (E/W) as safety is #1. We prefer 13th over 15th, but 13th is bumpy and congested. 12th & 18th (N/S) would be ideal as bike boulevards with stop signs added (so all stops are 4-way stops) so that bikes would not have to slow down unless needed, every other block. Please consider many more to be biking or having some form of electric/pedal assist transportation in the future (I'd love a "pedal assist" electric car where my 2 kids could eventually pedal as well on 20 mph roads). Look ahead, altering some of you plans earlier than you would to support bike boulevards and low stress routes for bikes.</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>83712</p> | <p>Online comment form</p> |
| <p>There are many projects proposed. I have two general comments. I drive 20/26 from Caldwell to Boise daily. I have watched this highway over the last 20 years get busier, slower, and more dangerous. It seems the only solution is to turn this highway into another 35 mph road with stoplights, like the rest of Ada County. I have to ask, why can't we keep a highway, a highway? It seems that every valley needs to have a few arteries. Please consider the future of arteries as lifeblood support for the valley transportation. I see key#19111 as another proposed stoplight on 20/26. I think I can say that every light added to 20/26 adds 5 minutes to my commute. We should be able to do better, which brings me to my 2nd concern. I know of not many places I've travelled where there are mile-long traffic jams (on 20/26) where there are almost no houses in sight. I'm thinking, for example at Star Road. How is it that we can't make traffic flow when it is so rural? I think one</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83605</p> | <p>Online comment form</p> |

| <p align="center">Comment</p> <p>(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>of the problems is that many times the priority is equal for Star Road as for 20/26. This blocks up 20/26 clear to 16. I would sure love to see some projects that include bridges, overpasses, more turnabouts? Something better than stoplights. Stoplights are so dumb. And/or the programmers that program them - I can't tell. Calling for more arteries. Less stoplights.</p> | | | |
| <p>Key #20315 - A dedicated ride-sharing or commuter lane for vehicles that are carrying two or more passengers should be included with this improvement.</p> <p>Key #ORN20442 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p> <p>Key #20440 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p> <p>Key #ORN20492 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p> <p>Key #ORN20493 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p> <p>Key #19944 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and VRT.</p> | <p>83642</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> |
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| <p>Comments on proposed changes to <i>Communities in Motion 2040</i></p> | | | |
| <p>I would like to preface my comments by acknowledging all the hard work, effort, and successful projects which ACHD has already completed and continues to work on. These are all necessary and very important projects. Thank you for all you do.</p> <p>My main concern though is we don't seem to ever address the "Elephant In The Room" issue but continually focus on "band-aid" solutions to our significantly growing traffic and congestion problems. We have an ever increasing population in Ada and Canyon Counties. Much of the traffic problems are concerning North & South transportation. There is only one main North and South route in the valley (Eagle Rd.) and this is a surface street which is essentially at capacity (if not already exceeded). We have no freeway exits or onramps between Eagle Road and well beyond the Flying Y. This situation forces a large majority of traffic heading to Eagle, Star, Garden City, Emmett, Middleton and much of Meridian to funnel onto Eagle Road causing unnecessary freeway backups and Eagle Road traffic nightmares. Widening the road(s) and adjusting signal patters isn't going to solve the long term problem. We need a Freeway or Express Way system running North and South and even a beltway loop style system removing the majority of the traffic off our surface roads. I never hear of any talk about these types of solutions. Is anyone aware of future projects in this regard?</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> <p><u>COMPASS response to commenter:</u></p> <p>The prioritized list of unfunded corridors and projects in <i>Communities in Motion 2040</i> includes three projects addressing north-south connections: #6 Linder Road, #14 State Highway 16/McDermott Road and #18 Middleton Road.</p> | <p>93616 Bill Warnick</p> | <p>Online comment form</p> |
| <p>When Eagle RD is 10 lanes, there will be more congestion than ever because the traffic will still be trying to go North and South to/from Eagle with only one way to do it. Additionally, w/o more access lanes on and off of the Interstate, most cars still have no place to go. This does not solve the congestion issue.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83642</p> | <p>Online comment form</p> |
| <p>http://www.meridiancity.org/uploadedFiles/Departments/Planning/Comprehensive_Plan/Meridian-CompPlan-Full.pdf</p> <p>This link on your site does not work.</p> <p>I would like to encourage bike lanes with the community transportation, I believe these are the future.</p> | <p>Provided to the COMPASS Board of Directors.</p> <p><u>COMPASS response to commenter:</u> Thank you, the link has been fixed.</p> | <p>83642 Brian Skellenger</p> | <p>Online comment form</p> |

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| <p>What if there was a way to make US95 have a spur that goes to Kuna Mora Road and then That becomes part of the spur as well? I don't know how spurs are decided, but perhaps that could give additional funding for making that an expressway in the future. Also is it possible to make a push for Interstate 11 to go through the Treasure valley in the distant future?</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> <p><u>COMPASS response to commenter:</u></p> <p>Plans for future roadways and connections are based on projected growth and development in the region and the transportation needs they create. The long-range regional transportation plan, <i>Communities in Motion</i>, is updated every four years and the need for new connections will be evaluated for each plan update. An extension of Kuna-Mora Road, which would connect to US 95 on the west and I-84 on the east, was evaluated in the past, but the need for major roadway expansion in the southern portion of the region is just not there yet. To learn more about the earlier Kuna-Mora Corridor Study Phase I and II, please see http://achdweb.achdidaho.org/Projects/pastProjects.aspx.</p> <p>The COMPASS Board was briefed in February 2017 on the current status of Interstate 11 and the work done by the Arizona Department of Transportation and the Nevada Department of Transportation to initially provide a connection between the metropolitan areas of Phoenix and Las Vegas. There is currently no formal engagement to move the Intermountain West Corridor Study and the planning for Interstate 11 forward to determine the longer-range vision for connecting northern Nevada to Canada. Current corridor options could connect from northern Nevada to California, Oregon, Idaho, and/or Utah. Engagement of adjacent states will be critical for defining preferred routing through the Northwest U.S., and states' commitments to implementing such a corridor.</p> | <p>83646</p> | <p>Online comment form</p> |
| <p>Re: US 20/26 (Chinden Boulevard), Star Road to Locus Grove Road. Scope: Widen from two to five lanes So thankful to see this is finally on the approved list. It is so overdue. Now with the temple, WinCo and Costco planned too it will be even more needed. It has been terrible since 16 pushed through. There is nowhere for the traffic to go. Heading West on Chinden after work is awful. I would like to see the priority and urgency of this work increased. Thank you.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83713</p> | <p>Online comment form</p> |

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| <p>PLEASE, PLEASE do NOT stop at Locust Grove on your plan to widen US 20/26 (Chinden Blvd). It MUST go to Eagle Road. Otherwise what is the point? You will just have a bottleneck there vs. where we have it now (Eagle & Chinden). Also, need relief from Eagle Rd. on a north/south route. What about Linder from Franklin to Hwy. 44? In particular, Linder from Chinden to Hwy 44. Between the Temple and future Costco & possibly a Winco, we will be bottlenecked with just 2 lanes.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> <p><u>COMPASS response to commenter:</u> US 20/26 (Chinden Boulevard) is already programmed to be widened from Locust Grove to Eagle Road.</p> <p>ACHD has plans to widen two segments of Linder Road in its Integrated Five Year Work Plan: Franklin Road to Pine Avenue and Ustick Road to McMillan Road. These projects are not considered "regionally significant," therefore, they are not shown in the TIP.</p> | <p align="center">83616</p> | <p align="center">Online comment form</p> |
| <p>Having been an Ada County resident since 1993 I have seen the explosion of all types of development within our county. As a business owner and daily commuter from Star to Garden City the last 4 plus years it would seem that I am not the only driver who would love to see State Street/Hwy 44 from Linder Rd west to Hwy 16 become a four/five lane State Highway. I personally have witnessed increasing 'road rage' incidents heading west from Linder between the time Eagle High gets dismissed and 6:30pm when the evening rush settles down. The mile long single lane coming east in the 7-8am hours on weekdays from Hwy 16 to Linder is as much a bottleneck but without the honking horns, finger waving and other expressions of frustration all drivers experience in the late afternoon at the Linder westbound bottleneck. If it were up to the majority of commuters that follow the same taillights every weekday afternoon, I would bet that they would opt for a widening project between Linder and 16 over the proposed Star Rd east to 16.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p align="center">83669</p> | <p align="center">Online comment form</p> |
| <p>Add to List of Funded Projects -Overland Road, Locust Grove Road to Five Mile Road Scope -Widen from five lanes to seven lanes As a resident who lives in Muir Woods on the corner of Cloverdale and Victory, I'm thrilled to see the addition of Overland Road lanes. Thank you for being aware of the incredible amount of traffic and time it takes to traverse that section of road during rush hour.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p> | <p align="center">83709</p> | <p align="center">Online comment form</p> |

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| <p>Please expand affordable public transportation services for both Ada and Canyon Counties to serve needs of all: seniors and handicapped, school children, workers, struggling poor families. Some seniors need roundtrip transportation to doctor's appointments, workers need transportation to their workplace, struggling poor families need transportation to places of worship, local stores or shopping malls, community events or activities. Mass transit can be in the form of public buses, vans, light rail or reopen previously existing train operations in the Treasure Valley, especially around Boise proper. Increase routes and frequency of existing bus system, reaching out to new housing subdivisions and all points of interest, such as learning institutions, places of worship, health clinics, gyms, public parks, government buildings, event centers.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>Please expedite improvements to Chinden, it is a huge safety issue, traffic is typically backed up from Eagle to past Locust Grove, improvements to nearby roadways and population increases as well as new retail will funnel even more traffic through this area, something needs to be done sooner rather than later.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83646 Kevin Abernathy</p> | <p>Online comment form</p> |
| <p>Comment regarding: US 20/26 (Chinden Boulevard), Star Road to Locus Grove Road (divided into four discrete segments) o Scope: Widen from two to five lanes Comment: This is a very important project, but you better widen it all the way to Eagle road otherwise there will be a massive traffic snarl heading east from Locust Grove to Eagle Road. That is the worst/busy part of it now, why in the world leave this little strip 3 lanes??</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> <p><u>COMPASS response to commenter:</u></p> <p>US 20/26 (Chinden Boulevard) is already programmed to be widened from Locust Grove to Eagle Road.</p> | <p>83646</p> | <p>Online comment form</p> |
| <p>Overland does not need widened. What is needs is better traffic light flow to keep cars moving. Currently I spend more time waiting on non-synced lights than moving. That not only increases traffic and wastes my time, but generates a lot of pollution due to idling then re-accelerating.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p> | <p>83709</p> | <p>Online comment form</p> |
| <p>I do NOT support adding State Highway 21. There are many projects that are more needed now. COMPASS has a list of needs and this isn't on it.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83716</p> | <p>Online comment form</p> |
| <p>All adjustments appear reasonable. Thank you for taking the time and effort to reconcile the updates!</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>83704</p> | <p>Online comment form</p> |

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| <p>I see plans to widen busy roads. What I would love to see are plans to improve intersection planning. Roads are wider, but everyone still stops and sits at stoplights. We surely can be more wise than just having people sit at stoplights.</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>83605</p> | <p>Online comment form</p> |
| <p>This is totally unacceptable. once again we see the side of Compass not having the backs of the residents of Canyon County. What your saying is that ITD does not want to spend any money on HWY 55 so they dont do the environmental impact study to get you guys to take it off. Right now Midway has 20,000 cars and they say that this stretch of road can last 20 years. These are the same engineers that said I84 would last 5 years but it only lasted 2 before failing. If you remove State Highway 55 (Karcher Road), 10th Avenue to Middleton Road this from the list it will only prove this organization is corrupt and a lap dog for ITD and ADA county. You have no commitment to our economic growth or safety. Just look from 2003-2012 their were 564 accidents 412 injuries and 8 deaths on that stretch. they are have only complete 3 safety improvements. This organization did nothing while we had 50 accidents a year and the first safety was put in 2015. Stand up to ITD and for us.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83607 Craig Allison State of Idaho employee and Army Reserve Officer</p> | <p>Online comment form</p> |
| <p>Strongly oppose the elimination of HWY 55 widening from 10th Ave to Middleton Road.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p>83626</p> | <p>Online comment form</p> |
| <p>Please do not expand Linder between Chinden and HWY 44. We love the rural aspect and do not want to keep chipping away at it.</p> <p>Also, don't like the idea of Linder being expanded between HWY 44 and Floating Feather. Is the traffic really that bad?</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>We, at Ada County Development Services, are pleased to learn about two ITD funded projects that are added to CIM 2040 – State Highway 44, Star Road to State Highway 16 and US 20/26 (Chinden Boulevard), Star Road to Locust Grove Road. Both these projects will benefit Ada County residents by providing improved east-west regional connections. Furthermore, we noticed that a series of scope changes are proposed within unincorporated Ada County to currently listed ACHD projects, resulting in reduction of lanes, and in many</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> | <p>Meg Leatherman, Ada County Development Services</p> | <p>Hard copy comment form/Email</p> |

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| <p>instances, removal from the funded project list for CIM 2040. We fully understand that these changes are resulting from lower than projected growth noticed through current traffic counts on these roadway segments. Therefore, we are supportive of those changes. However, we would like to request ACHD and COMPASS to use similar traffic counts for reevaluating growth patterns around these segments and for keeping pace with transportation needs in those areas in the future.</p> | | | |
| <p>I support the changes in Amendment 3.</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>83713</p> | <p>Online comment form</p> |
| <p>Long term plans for Ada and Canyon County need to include a feasible and viable solution to the traffic congestion, air quality, noise quality, and improvements to infrastructure. Improvements to existing roads, including widening Interstate 84 through Canyon County to a minimum of four lanes in each direction, making US 20/26, Idaho 44, and Idaho 16 an interstate style road with an interchange of 16 and 84. Caldwell needs an exit off Interstate 84 between Franklin Road and Karcher. Ustick would be most ideal. Improvements and plans must include a reliable mass transit system including bus, for inner city, as well as light rail for inter-city and commuter and passenger rail service connecting the Treasure Valley to other parts of Idaho, Portland, Salt Lake City, and Seattle. You can only widen roads to a certain point, add so many more busses, and eventually you run out of room and busses also sit in traffic. Air quality, worker productivity, and quality of life and health should be considered when planning and funding these projects. These investments will be paid for by increased business and residents moving to a location that has improved infrastructure and is easy to navigate as well as ship and receive goods and services.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and VRT.</p> | <p>83605</p> | <p>Online comment form</p> |
| <p>Road widening is not the answer to Ada Counties problems. Quoting from the City of Boise's TAP..."Building bigger roads does not solve congestion - in fact, it creates new problems for safety, livability...and more congestion. Building for peak hour traffic means underutilized infrastructure for most of the day." Why is ACHD designing for high speed automobile traffic? This lessens our convenience and quality of life. Where are the plans for multimodal transportation? Making what we have more efficient? My family just moved here from Portland, OR, a metro area more than dbl the size of Ada county and I am shocked at</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ACHD and VRT.</p> <p><u>COMPASS response to commenter:</u></p> <p>COMPASS plans for a multimodal transportation are available for review in the long-range transportation plan, Communities in Motion 2040. Next year, we will introduce the update to that plan which takes a deeper look at bicycle and pedestrian networks, public transportation, freight, and</p> | <p>83616</p> | <p>Online comment form</p> |

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| <p>the traffic solutions here. They do not use 7 lane roads. They are creative and forward thinking. Please take a look at their example before we all die of automobile exhaust.</p> | <p>roadways. In the meantime, there are many projects in the current TIP that include bicycle and pedestrian improvements by adding bike lanes, restriping to allow more room for bicycles, or by adding or maintaining pathways. Currently, all public transportation projects in the TIP are for maintenance only. Improvements to the public transportation system, such as increased frequencies and additional bus routes, are included in CIM 2040 unfunded priorities as # 11 valleyconnect near-term, # 16 valleyconnect medium-term and #29 CIM 2040 transit, long-term. These projects are listed as “unfunded” because the region doesn’t have a local dedicated funding source for public transportation, making it difficult to fund expensive expansion projects. A train, or similar “high capacity” public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future “high capacity” public transportation to be ready when that time comes.</p> | | |
| <p>Any reducing in the ability to move traffic is short sighted and a detriment to the public in general. There is no reason to widen Overland from 5 to 7 lanes, when so many roads are 2-lane and unable to handle the traffic that is on them now. Increase all the 2-lane roads (like 5-Mile, Cloverdale, 10-Mile) to 5-lanes and then worry about widening places like Overland.</p> <p>IDT has proven themselves to be very poor at traffic management and increasingly a poor manager of public money. They appear to have no idea what is needed or required and continue to make excuses.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> | <p align="center">83709</p> | <p align="center">Online comment form</p> |
| <p>Since they have to have funding, I agree with the proposed changes. If they didn't need to have funding I would only agree with the additions, all the changes and removals I would leave. Growth is happening so fast right now, our roadways are not keeping pace.</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p align="center">83702</p> | <p align="center">Online comment form</p> |
| <p>The project to widen 20/26 should go further west beyond Star Rd. There is so much traffic on this highway. The changes should extend to the freeway because right around there there are 5 lanes that merge into 2. With all the new homes going</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> | <p align="center">83687</p> | <p align="center">Online comment form</p> |

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| into the existing subdivisions the congestion will still exist. And potentially become worse over the next 5 years. | | | |
| We need more street lights on Broadway. Traffic is increasing and it is getting like a game of chicken to enter off a side road. it used to be we could wait for a light change down Broadway for traffic to ease. However, there are more and more vehicles entering from side streets and sometimes there is not much of a break in traffic. | Provided to the COMPASS Board of Directors. Forwarded to ACHD and ITD. | 83706 | Online comment form |
| More people should bus. No more pollution. Its all killing the earth and all living things. God bless. | Provided to the COMPASS Board of Directors. | | Hard copy comment form |
| Enough studies and planning! Boise has been "studying" transportation for decades and what have we got? A barely adequate bus system that closes down at night, on weekends, and on holidays and a culture that is still wedded to the single-passenger automobile (er, pick up truck). How about just taking some simple "baby steps" and see what results and how it changes the public's transportation behavior? For instance, here are several experiments that could be tried to get people out of their cars and using mass/public transit, if only for one day out of every week, or one week out of every month: <ul style="list-style-type: none"> - Make bus transit free for everyone on winter inversion days or summer days when temperatures exceed 95 degrees. Driving makes bad air even worse. Link transit to health! - Establish a more frequent and later-at-night Vista bus line to the airport, so people could avoid costly auto parking when flying out-of-town and expect to catch a bus when they return. | Provided to the COMPASS Board of Directors. Forwarded to VRT. | David Klinger | Hard copy comment form |

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| Comments on the Air Quality Conformity Demonstration for Northern Ada County | | | |
| I am quite concerned about this becoming a concrete jungle of emissions and noise and nightmares. We need better solutions than more vehicles. | Provided to the COMPASS Board of Directors. | 83642 | Online comment form |
| If we aren't careful and keep on the "growth is good" trajectory that I keep hearing our politicians advocate, in 20 years the Treasure Valley is going to look a lot like the Los Angeles basin. I don't think you'll find many people who want that to happen. | Provided to the COMPASS Board of Directors. | 87314 William S. Junk | Online comment form |
| Does this take into account the attempt by the state to bring F35 to the airport, which generate far more air pollutants? | Provided to the COMPASS Board of Directors. <u>COMPASS response to commenter:</u> No, the Air Quality Conformity Demonstration does not take into account the F35 airplanes. The COMPASS Air Quality Conformity Demonstration covers surface transportation projects (e.g., roads, public transportation) funded through COMPASS. | 83709 | Online comment form |
| Mass transportation as well as incentives to carpool and use a reliable mass transit system as well as electric/low emission car incentives will help reduce air pollution. Emission testing and stiff penalties for people who drive vehicles which pollute the air, such as trucks who "Roll Coal". | Provided to the COMPASS Board of Directors. Forwarded to VRT. | 83605 | Online comment form |
| Thank you for abiding by federal guidelines about air quality in the valley! | Provided to the COMPASS Board of Directors. | 83709 | Online comment form |
| I trust all the projects conform. | Provided to the COMPASS Board of Directors. | 83702 | Online comment form |

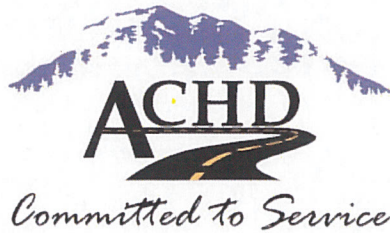
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| <p>To Whom It May Concern:</p> <p>Thank you for considering our scoping comments on the 2018-2022 Transportation Improvement Program (TIP). Since 1973, the Idaho Conservation League has worked to protect and Idaho’s clean water, wilderness, and quality of life through citizen action, public education, and professional advocacy. As Idaho's largest statewide conservation organization, we represent over 25,000 supporters who have a deep personal interest in protecting our air quality and increasing transportation alternatives to improve quality of life in Idaho.</p> <p>These comments address proposed updates to the Community Planning Association of Southwest Idaho (COMPASS) 2018-2022 TIP. Many of the projects involve widening of roadways and adding lanes to accommodate increased commuter and vehicle traffic. The Idaho Conservation League is a vocal advocate for sustainable communities, transportation alternatives, and improving quality of life.</p> <p>We appreciate the opportunity to comment on the 2018-2022 TIP. Our members are concerned with the future of southwest Idaho and the impacts of population growth on air quality, congestion, and transit alternatives. Our members also seek to protect the quality of life in the greater Boise area and preserve the environmental cleanliness, easy mobility, and scenic values that draw people to this corner of Idaho. Our specific comments are included below.</p> <p>Sincerely, Austin Hopkins Conservation Associate</p> <p>Trends in NOx, CO and VOC Emissions We appreciate consideration of nitrogen oxide (NOx), carbon monoxide (CO) and volatile organic compound (VOC) concentrations in planning for future transportation alternatives. However, the draft Air Quality conformity demonstration document shows decreasing NOx, CO, and VOC concentrations with each iteration of highway improvements, despite projections of increased vehicle miles traveled (Figure 1). It is unclear what is causing vehicle emissions to decrease, when intuitively one would assume these emissions would increase with increases in vehicle travel miles. If the reduction is based on increased fuel efficiency standards, gradual</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to DEQ.</p> <p><u>COMPASS response to commenter:</u></p> <p>The following response corresponds to three different topics addressed in your comment.</p> <p>Correct. The decreases in the NOx, VOC, and CO concentrations in the future are due to improvement of fuel efficiency standards (federal tier 2 and tier 3 motor vehicle emission and fuel standards), gradual replacement of an aging vehicle fleet, and reduced idling in stopped traffic.</p> <p>The MOVES model used by COMPASS to determine conformity with air quality budgets is a national model, developed by the US Environmental Protection Agency. The regional emissions assumptions are provided, reviewed, and approved through an Interagency Consultation Committee process and documented on page 35 of the conformity report. Regional conformity conducted by COMPASS is not intended to include the testing of hypothetical fuel source scenarios.</p> <p>The purpose of the air quality conformity demonstration is to ensure that planned transportation projects will not cause an area to exceed established air quality budgets. As such, it is based specifically on projects funded in a transportation plan or budget. Regional conformity is not intended to test hypothetical transportation scenarios.</p> | <p>83702 Austin Hopkins Idaho Conservation League</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> |
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| <p>replacement of an aging vehicle fleet, or reduced idling in stopped traffic, COMPASS should specify the cause. We request that COMPASS elaborate on this and provide details on why concentrations of these pollutants are projected to decrease.</p> <p>Analysis of Various Fuel Sources COMPASS utilized the EPA’s Motor Vehicle Emission Simulator (MOVES) model to estimate the air quality impacts associated with current and future roadway networks. The MOVES model uses local data inputs for climate, elevation, Northern Ada County’s vehicle emissions testing program, and travel demand model forecasted vehicle miles of travel and roadway speeds to develop emission factors for specified air pollutants (p. 15, FY18 AQ Conformity). What appears to be missing from this list of inputs is consideration of what fuel sources power our vehicles, both currently as well as projected changes in the future.</p> <p>If not already done so, COMPASS’ modeling work should include various projections accounting for multiple scenarios consisting of a variety of future fuel sources. For example, what is the current make up of fuel sources for vehicles in the Treasure Valley (e.g. – gasoline, diesel, electric, etc.), and how will future projections (e.g. 2018 and beyond) of air emissions be affected by a change in distribution of fuel sources? These estimates should accord with estimations of NOx, VOCs, and CO2 concentrations given elsewhere in the report.</p> <p>Analysis of Increased Investments in Mass Transit We are dismayed to see that efforts to increase public transportation in the Treasure Valley were not considered as part of this analysis. While it is true that expansions to public transportation systems are not currently planned, we feel COMPASS should evaluate the affect on air quality from potential scenarios involving increases in public transit such as the construction of a regional or interurban high capacity transit system. A comparison of projected NOx, CO, and VOC emissions with and without a high capacity transit system in north Ada County would be helpful and informative to the public. Comparisons in pollutant concentrations should also be considered between proposed amendments to the TIP, such as increased investment in bus route density/frequency instead of widening roadways or adding additional lanes of traffic. This data could provide an impetus for investments in public transportation.</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>Comments on the FY2018 federal Program of Projects proposed for funding by Valley Regional Transit</p> | | | |
| <p>This document was meaningless.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p> | <p>83709</p> | <p>Online comment form</p> |
| <p>I don't see any expansion plans for bus routes on this plan. Does that mean your budget only allows you to maintain what you already have? Your bus route map shows a large oval that circles the biggest growth area in the Valley, and people who see Chinden Blvd as their main artery to move east and west through the valley have no real option for riding the bus.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p> <p><u>COMPASS response to commenter:</u> You are correct – due to funding limitations, Valley Regional Transit’s federally-funded Program of Projects does not include expansion of its current system.</p> | <p>83616</p> | <p>Online comment form</p> |
| <p>I would like to see bus or train service between Nampa, Meridian, and Boise, and expanded bus services within Boise. As you grow, traffic is going to become an issue, and there will never be enough lanes... we come from California! Public transportation is a must.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p> | <p>83646</p> | <p>Online comment form</p> |
| <p>Hi, I am writing to express a heartfelt desire for public transportation (i.e., bus service) that would service the Eagle area (Chinden), heading east into downtown and possibly parts of Meridian, if possible. Many of us empty nesters currently do not want to purchase a second car to get to work, doctor appointments etc., and bus service would greatly enhance the quality of life--making trips to downtown for cultural activities, appointments, library, work, walking the river etc possible. I am also envisioning a time in the near future when perhaps I will not be able to drive (or won't consider it to be safe for others). I am reading about all of these various road improvements and have been told that there is not enough money for an additional bus route. To me, this would be a top priority and I can see it enhancing the lives of so many people in many age groups. I would love to get involved, even in raising funds for such a bus route. Thank you for the opportunity to comment.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p> | <p>83616 Billie Weinstein</p> | <p>Online comment form</p> |
| <p>The bus schedule, stops, transfer points are awful. Conduct research to determine when and where to run routes. More people will use it if they can get where they need to be in a reasonable amount of time, at all times of the day.</p> | <p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p> | <p>83605</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 |
|---|--|--|------------------------|
| Please please please find a way to increase the routes and numbers of buses on those routes. I work with refugees and people on Medicaid and the amount of time it can take for them to get from one place to another on the bus is such a barrier to access to services. | Provided to the COMPASS Board of Directors. Forwarded to VRT. | 83709 | Online comment form |
| The fact is, VRT is under funded poorly operated and will not be able to a transit service until its budget it raise significantly. | Provided to the COMPASS Board of Directors. Forwarded to VRT. | 83709 | Online comment form |
| I agree with all and wish we could do even more. | Provided to the COMPASS Board of Directors. Forwarded to VRT. | 83702 | Online comment form |
| Do <u>not</u> increase funding for VRT – it is a failed program with limited ridership. | Provided to the COMPASS Board of Directors. Forwarded to VRT. | 83616 | Hard copy comment form |

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Paul Woods, President
Rebecca W. Arnold, Vice President
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

August 9, 2017

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 FY2018-2022 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. As you are well aware, CIM 2040 policy supports maintenance of the existing transportation system as the region's number one priority. The draft TIP aligns well with this policy and dedicates a steady funding source for maintenance projects within the Boise Urbanized Area. This approach aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for system expansion projects. Maintenance projects are an efficient use of valuable federal funds, and they support ACHD's efforts to sustain the public's infrastructure in a "very good" condition for motorists, cyclists and pedestrians.

In addition, ACHD fully supports ITD's efforts to fund needed maintenance and capacity improvement projects on state corridors such as Highway 20/26, Highway 44, Highway 55, Highway 69 and Interstate 84. These improvements to the regional system are critically needed and help relieve congestion on the local network. ACHD is encouraged by ITD's "Strategic Initiatives" projects and is fully supportive of this new and expanding ITD program.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2018-2022 TIP:

- ITD capacity improvements on US 20/26 from Linder Road to Locust Grove Road (ORN20440), programmed in FY2022, will complement the construction of US 20/26 improvements from SH-55 to Locust Grove Road in FY2021. These improvements will benefit the residents of north Meridian, and help share the traffic load on parallel ACHD roadways.
- ACHD is pleased to see that the widening of SH-44, between Star Road and SH-16 (ORN20473) qualified for Strategic Initiative funding. Combined with the widening of SH-44 from SH-16 to Linder (KN 20266), and the Strategic Initiative funded half Continuous Flow Intersection (CFI) at the intersection of SH-44 and SH-55 (KN 13476), this project will benefit the growing cities of Eagle and Star.

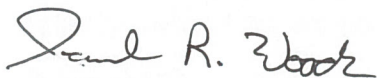
- ITD's new pavement preservation/restoration projects on I-84, from Broadway Avenue to Eisenman Road (ORN20401) and SH-55, from SH-44 to Payette River Bridge (ORN20410) will help preserve valuable, high capacity Interstate and State routes.
- The advancement of the SH-69 resurfacing project, from the City of Kuna to the City of Meridian (KN 19965) will complement the advanced signal projects on SH-69 at the intersections of Hubbard and Lake Hazel Roads (KN 19997).
- ACHD fully supports the addition of ACHD Capital Maintenance projects for FY2024 (ORN20581, ORN20582 and ORN20587).
- ACHD is glad to see that several Ada County safety projects have been added, including the pedestrian safety project for US 20/26 at 43rd Street (ORN20578), the pedestrian improvements project on SH-55 (Eagle Road (ORN20584)) and the Federal Rail crossing improvement project at Benjamin Lane (ORN20635).
- Commuteride Replacement Vans (ORN20583) funding in PD supports ACHD's efforts to maintain the Commuteride fleet in good condition for all users. The continued support of the Rideshare program both in FY2022 (ORN20260) and in the future (ORN20572) is valuable to Ada County commuters.
- ACHD appreciates the inclusion of locally funded and regionally significant road widening projects. (RD202-18, RD207-01 and RD207-33).

ACHD will keep working with its city and county partners, COMPASS and ITD to plan for necessary capacity improvements in growth areas across the county. ACHD is encouraged to see the number of capacity projects on the state highway system, and ACHD would like to encourage ITD to continue to seek funding for these important corridors.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tfersch@achdidaho.org or 208-387-6157.

Sincerely,



Paul Woods
ACHD Commission President

Cc: Compass Executive Committee

Public Comments Received (Verbatim)

FY2018–2022 Regional Transportation Improvement Program Amendment

Public Comment Period: October 31 – November 14, 2017

Total number of comments received by COMPASS: 6

Email: 6

| 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>Sounds like a typical Idaho step backwards if you ask me. Add more traffic lights., or replace with smarter lights. And let's scrap an investment to public transit.</p> <p>Is this meant to be a halloween joke? What a frightening picture of the future this idea paints.</p> <p>We need advanced lights to help manage the increased traffic the valley will have and to manage the increased number of vehicles. There is. No arguing that. But the key to mitigating all the traffic problems and the resulting decline in air quality and traffic congestion is to invest in "advanced" public transit.</p> <p>Stop thinking in 1950 terms and plan for 2050. Or stop wasting my taxes on such knuckle dragging backwoods thinking!</p> | <p>Provided to the COMPASS Board of Directors. Shared with ACHD and VRT.</p> | | Email |
| <p>So I can't quite tell, are they going to fix the stupid traffic lights that they put in or are they going to just put in more stupid lights? The pressure plate system moved traffic much better than what they put in recently. The new ones don't move traffic well. They take out all the patterns to driving. They don't respond well when we have weather like rain, snow, fog, etc.</p> | <p>Provided to the COMPASS Board of Directors. Shared with ACHD.</p> <p>In response to question: The signal project would "replace or enhance" existing signals with improved technology to help move traffic better. The intent of this project is to upgrade the signal system and make it function better, not add more.</p> | Susan Bradley | Email |
| <p>I have reviewed the proposed amendments to the FY2018-2022 TIP (Amendment #1) and support the changes.</p> | <p>Provided to the COMPASS Board of Directors.</p> | Don Matson Community Intersection Consulting 83713 | Email |
| <p>I agree with the proposed changes.</p> | <p>Provided to the COMPASS Board of Directors.</p> | Mac McOmber | Email |

| <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>Removal of the vehicle sharing program from the Nampa Urban area is one of the better things that Compass has done recently. The bait of Federal mpney is very difficult to turn down but somebody would have to fund long term costs such as drivers, fuel and the ever present supervision. This project in my opinion is unneeded and the person who promoted this should be terminated resulting in more savings. Thank you for asking.</p> | <p>Provided to the COMPASS Board of Directors. Shared with VRT.</p> | <p>Hubert Osborne</p> | <p>Email</p> |
| <p>In reading over the plans for the Treasure Valley in the next four year window, I do not see a mention of plans in the future for a North/South freeway/highway from Kuna, to say State Street near the town of Eagle.</p> <p>I drive from Kuna on Meridian Road each day to catch the 84 into downtown Boise; and Meridian Road is a freeway in itself out of control, for lack of a better description. The new home growth out near Kuna is growing at record pace with new people, and no roads to allow for a safe commute seem to be in planning.</p> <p>I have ten new neighbors I have met in my new subdivision at Linder Road and Hubbard Rd. (Timbermist - Coleman Homes) and all of them just moved to Idaho. All but four of them commute, and all are concerned about the fact that the infrastructure of the area is in no way keeping up with the home building. Linder Road, which is a two lane farm road, is becoming very dangerous also.</p> <p>Sadly everyone is in a hurry, and with animals, farm equipment and the fact Linder is meant to be a small farm road, accidents are going to increase.</p> <p>I would feel better if I knew that this area and the need for a freeway running North/South was at least being thought about. I don't know how anyone gets from say Overland Road in Meridian to the town of Eagle for work, it is insane traffic.</p> <p>If money one day allows (hold your laughter), I would love to see a freeway from Overland running over Eagle Road. This would take a lot of the traffic off Eagle Road, eleviating that problem and get commuters over to State Street and into downtown or to the area of Eagle itself.</p> <p>Food for thought!</p> <p>Thank you for reading my concerns.</p> | <p>Provided to the COMPASS Board of Directors.</p> | <p>Ann Lannon (Webster) 83634</p> | <p>Email</p> |

Public Comments Received

Public Comment Period: January 9 – January 23, 2018

Total number of comments received: 544

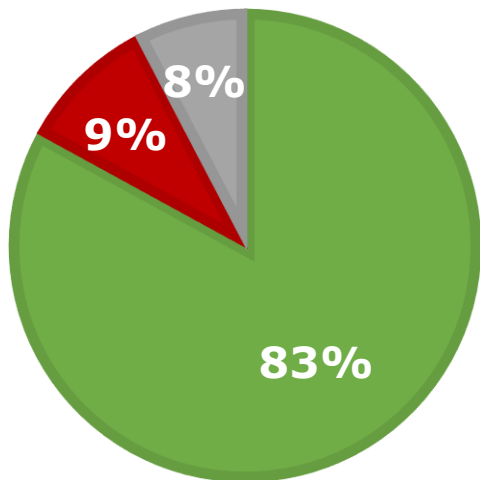
Comment Form: 498

Email: 43

Phone/Letter: 3

Should I-84 be widened from Nampa to Caldwell?

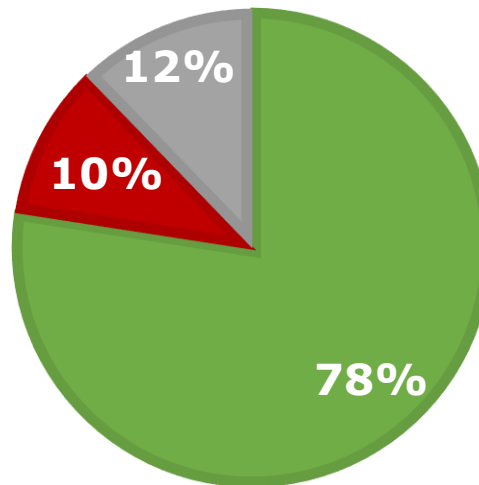
■ Yes ■ No ■ Unsure



n=491

Should ITD begin preliminary engineering work to extend SH-16 to I-84?

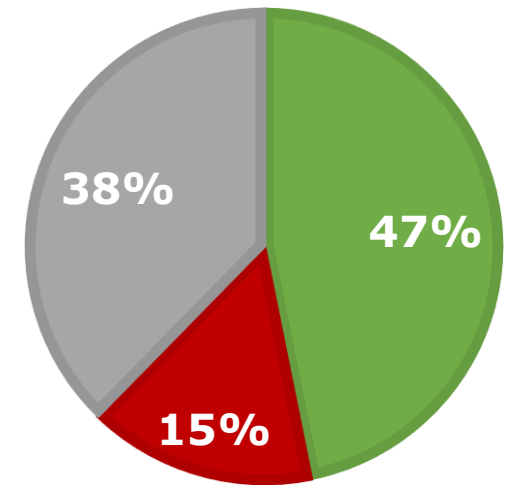
■ Yes ■ No ■ Unsure



n=487

Should VRT design a TOD in Nampa?

■ Yes ■ No ■ Unsure



n=476

**Note: The figures above reflect comments received via comment form only.*

Verbatim Comments

Notes:

- Table includes all comments submitted via email, letter, phone, and open ended comments provided via a comment form.
- Table includes names/affiliations of commenters only when the commenter indicated he or she 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, Name, Affiliation (if included) | Format |
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|---|--|----------------|--|--------|

Should I-84 be widened from Nampa to Caldwell?

| | | | | |
|-----|--|--|--------------------------|--------------|
| Yes | 84 needs to be widened to caldwell or beyond due to the amount of traffic now and for future increases. Only widening to karcher will not aliviate the problems during rush hour. It is ridiculous that it taks 15 minutes or longer to go from the garrity exit to northside in the evenings. Traffic is only going to keep getting worse with the development in the west end of the valley. | | 83651 | Comment form |
| Yes | a lot of people are moving here and that is the biggest road with too much traffic as it is and it is only going to get worse. | | 83616 | Comment form |
| Yes | Absolutely critical for our economic development and to help drive growth in Idaho. | | 83709 | Comment form |
| Yes | Absolutely! | | 83713 | Comment form |
| Yes | Absolutely, should be high priority | | 83712 | Comment form |
| Yes | Absolutely. This is the bottleneck, especially where it cuts from 3 to 2 lanes. | | Paul Webster 83607 | Comment form |
| Yes | Absolutely. This should have been done 10 years ago. Canyon County is a HUGE part of the Treasure Valley. There is no reason this should be delayed. | | 83641 | Comment form |
| Yes | Absolutely. This should have been done with the previous widening project. To stop where you did just creates greater congestion and safety issues. | | 83712 | Comment form |
| Yes | Add another exit/interchange between Nampa and Caldwell. Ustick Road would be a great place! | | 83651 | Comment form |
| Yes | Admittedly I do not use this section of I-84 often but when I have there always seems to be a back up due to the narrowing down to only two lanes. I have seen some very hard braking on occasion. | | Steve C. Weston 83616 | Comment form |
| | AFTER COMPASS develops a monorail from Caldwell to Boise in agreement with UP to utilize easement for such a rail and a commuter bicycle path. | | 83706 | Comment form |
| Yes | And an interstate "belt" like other cities (going from SW Boise > Kuna> Nampa SW Boise > N. Boise > Eagle > Nampa/Caldwell) - Think Salt Lake. We need to do it now before we grow too much more. | | Jill Thompson 83709 | 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, Name, Affiliation (if included) | Format |
|---|---|-----------------------|--|---------------|
| | It's so hard getting to the North and South of the Valley and we're just patching the problem with local road so-called improvements. | | | |
| Yes | Anyone who has driven from Boise to Nampa knows the serious congestion into Nampa. Any on/ramp creates serious congestion all by itself. In order to reduce the congestion in Nampa, the lanes should be 3-wide PAST Nampa. That's the first point. 2nd, I84 is seldom not busy into Caldwell, and up to the Middleton exit. It's going to get busier over time - just widen it past Middleton, and move us ahead one chess move, instead of always behind. Middleton is booming - let's try to get ahead of the curve. | | 83605 | Comment form |
| Yes | AS a daily commuter, and on behalf of three co-workers, traveling on I-84 from Caldwell to Boise I (we) urge the widening of the roadway between Nampa and Caldwell, and the sooner the better! | | Bill Roscoe 83605 | Comment form |
| Yes | As the population grows in Nampa and Caldwell, we really need I-84 widened to accommodate the increased traffic. We are already too late. Congestion and accidents are already unacceptable. | | 83687 | Comment form |
| Yes | As the valley continues to grow it is wise to continue to expand our roadways. | | 83704 | Comment form |
| Yes | be proactive for once . . . plan for traffic 20yrs from now, not yesterday. | | 83686 | Comment form |
| Yes | Been an embarrassment for too long....bad for business | | 83651 | Comment form |
| No | Better to spend the money on 20/26 to four lanes from Eagle Road to Caldwell. | | 83646 | Comment form |
| No | Build light rail from Caldwell to Mountain Home. Stop widening the freeway for commuters in cars, we are no different than Lis Angeles or Phoenix - more lanes for cars are s not the answer to congestion. | | 83712 | Comment form |
| Yes | But after Chinden is widened to Nampa. That road is a nightmare at rush hour, and will only get worse as more subdivisions are built along it. | | 83646 | Comment form |
| Yes | Canyon County is only going to keep growing and it only makes sense to continue to grow the infrastructure to handle this growth and doing it now makes the most sense. | | 83651 | 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, Name, Affiliation (if included) | Format |
|---|---|-----------------------|--|---------------|
| Yes | Compared to the rest of the area, this is just a terrible commute. It's long overdue. | | 83634 | Comment form |
| Yes | Concerned about going into debt using GARVEE to fund it. | | 83642 | Comment form |
| Yes | Currently seems to be a bottleneck where it goes down to 2 lanes each way. | | 83669 | Comment form |
| Yes | Currently, I-84 log-jams at Franklin. This starts occurring around 4-5 PM Monday through Friday. If I-84 is not widened all the way through to Caldwell, then we will only move the log-jam down the road a mile and have solved nothing. I-84 has been widened numerous times since the late nineties; it should have all been done then. Planning in this valley has not kept up with growth, construction costs increase the longer we wait, and traffic will only get worse. Do the project right for once, widen the road all the way to Caldwell as it should have been done twenty years ago. | | Ty Walling 83605 | Comment form |
| Yes | Dear Compass, As residents of Parma for over 40 years we have seen how fast the Treasure Valley has grown. We drive the freeway constantly and are frustrated by the two lanes on the freeway between the onramp at the Notus-Parma exit to the exit at Franklin. We feel "strongly" that the freeway should be widened from Franklin to the Notus-Parma exit. We know that you are considering widening it just to the Caldwell exit (which we are also thrilled about), but feel widening the freeway to the Parma-Notus exit would be more cost effective in the long run. Why should you consider extending your plans to the Parma Notus exit? 1. We all know that the cost of building a freeway only gets more and more expensive. (so in the long run you will save tax payer money by building it now verses 10 years from now. 2. You will get all the construction mess done at once so people won't be upset when you are doing it later. 3. Our population in Idaho continues to grow rapidly so more cars will be using our roads. We thank you for considering our input. Craig and Trudy Robinson Parma, ID | | 83660 | 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, Name, Affiliation (if included) | Format |
|---|--|-----------------------|--|---------------|
| Yes | Definite YES! The increased population in Treasure Valley is putting demands on I-84 on the west side. The major arteries need to keep up! | | 83646 | Comment form |
| Yes | Definitely | | 83676 | Comment form |
| No | Definitely need widening from Franklin Rd to Karcher Rd Interchange. For widening west of Karcher Rd Intrrchange, there is much greater need now in places like along Karcher Rd (Highway 55) and on W Chinden Blvd (Highway 20/26) from Eagle Rd to Ten Mile Rd. | | Ralph Mellin 83709 | Comment form |
| Yes | Definitely yes! The reduction of lanes at the Franklin inter-change in Nampa is a traffic hazard with the present load and needs to be eliminated. If the lane reduction is in Caldwell, there should be a reduction of the amount of vehicles. | | 83607 | Comment form |
| No | Development has been allowed to go unchecked in the treasure valley. It's time to take a break and let the dust settle, this isn't Los Angeles, this is beautiful Idaho, making the highway wider would just cause more problems. | | 83646 | Comment form |
| No | Doing this will promote less ride-share. | | 83705 | Comment form |
| Yes | Driving this stretch of road at rush hour and at other times of high traffic is terrible. It needs to be at least 3 lanes in each direction to support even normal traffic. | | 83646 | Comment form |
| Yes | Finding this form was not easy. If you are really serious about input you need to make this easier to find. | | 83626 | Comment form |
| Yes | First the widening should extend to to the hwy 44 exit 25(?) the exit lane in the evening is backed up into the freeway for a mile. Also that whole over pass needs revamped with stop lights to the hwy 30 cross streets, this is a dangerously intersection, caused by heavy traffic to Middleton. There should not be any lanes ending on the freeway, all lanes that end should be an exit only lane. Look at the bottle neck and accidents that happen around the ending left lane on the Nampa west bound Frankin Rd area, signage is poor and can't be seen until it is | | 83607 | 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, Name, Affiliation (if included) | Format |
|---|---|-----------------------|--|---------------|
| | too late for none locals. Exit 27 west bound lane ends 20 yratds past the exit, causes near accidents everyday. | | | |
| Yes | For anyone with a daily commute anywhere east of Nampa (of which there are many of us, judging by the traffic), the nightmare of that trip is made real nearly every single day when accidents near on-ramps occur on a VERY regular basis. Easing the congestion by widening the freeway will be an incredibly welcome addition to the area. | | 83687 | Comment form |
| Yes | For safety, mobility and economic vitality, this segment of Interstate 84 should be widened as soon as funds can be made available. Having a completed design will allow the region to capitalize on any opportunity to immediately apply construction funding as it pops up. | | Dave Jones 83713 | Comment form |
| Yes | For the love of all that is holy, please widen I-84! | | 83646 | Comment form |
| Yes | From a a volume and safety standpoint this is important. From an economic development view this is VITAL and long overdue! | | 83686 | Comment form |
| No | Funds would be better spent on Boise-based projects such as building a bypass/business loop to reduce trucking congestion on the normal I-84 route or adding an additional highway exit between Franklin and Eagle to reduce backups on the Eagle exit. | | 83716 | Comment form |
| No | Gas automobiles and roads are obsolete. Mass transportation is what is required in the valley. | | 83713 | Comment form |
| Unsure | Going-home congestion is worst between Boise and Nampa where lanes decrease. Priority should be given to widening out west to the outskirts of Nampa, and then to Caldwell after that. | | 83669 | Comment form |
| Yes | Growth is going to continue in the Treasure Valley. The state of Idaho must plan ahead for this continued growth and keep our highways up to par. Oregon's interstates are so much better because of successful planning and action. | | 83669 | Comment form |
| Yes | Heavy congested traffic and the increasing number of commuters from the west end of the valley to the meridian/boise area requires better arterial roads. | | 83702 | 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, Name, Affiliation (if included) | Format |
|---|--|-----------------------|--|---------------|
| Yes | I agree but it's another lane for traffic to "linger" in. What we need to do also is have a drive toward public awareness about how to conduct ourselves in traffic better. We see far too many times where many people jam into the front of the line where lanes reduce thus stopping all other lanes. How do we have people conduct themselves better and thus create better overall consistent traffic flow? Can we study that as well as add lanes? | | Mike Harmon 83642 | Comment form |
| Yes | I agree that this should be your #1 priority. | | 83642 | Comment form |
| Yes | I am a retired highway engineer from wa state. I encourage you to purchase as much right of way as possible and as soon as possible. This is one of the fastest growing areas in the United States. Right of way does not get cheaper and gets very expensive faster then you think. Also, widen more than you think. If you don't, you will regret it sooner then you think. | | 83687 | Comment form |
| Yes | I am in support of this project. | | David Baker 83703 | Comment form |
| Unsure | I am unfamiliar with the needs of this area. | | 83616 | Comment form |
| Yes | I believe the traffic will continue to increase as people move in from other states and it is time to make this improvement. I also believe that congestion causes some people to take unnecessary risks to beat the clock leading to an increasing number of accidents and injuries and greater congestion. | | 83642 | Comment form |
| Yes | I believe the widening of I-84 between Nampa and Caldwell should be the top priority! This project will improve the safety of this area for all Interstate traffic traveling through this corridor! It is long past due! | | Diane Rush 83607 | Comment form |
| No | I believe this is an okay project, but I would much rather see the money being spent to develop a better transportation system overall through public transportation projects. It seems that building these kinds of roads is more of a bandaid approach for a current system that isn't working that well now and | | Crissy Kojima 83714 | Comment form |

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| | does not seem at all sustainable in the future of the treasure valley. | | | |
| Yes | I believe this will benefit everyone in the valley. | | 83642 | Comment form |
| Yes | I can not believe this question even needs to be asked. The answer is so obviously yes and should have been done years ago. Stop talking about widening the freeway and DO IT already! Get off your butt and get started! | | 83607 | Comment form |
| Yes | I can't imagine driving from Boise to Caldwell (Notus Highway 20/26) on the existing 1-84 for the next 5-10 years the way that it is. That part of the Treasure Valley is growing and our infrastructure needs to be dealt with before it becomes a bigger problem. | | Stacy Stoffel 83607 | Comment form |
| No | I do not support this because I've seen no data or financial information from the Idaho Transportation Department on their ability to maintain this additional infrastructure. We regularly hear that ITD cannot afford to maintain its existing road system. So, how does expanding the system with wider roads and heftier bridges mitigate their maintenance needs and funding shortfalls? I'm also concerned that this project poses continued health risks for the vulnerable populations that live along the I-84 corridor in Nampa and Caldwell. When you examine the Centers for Disease Control's data on asthma rates for Nampa, the highest prevalence of asthma rates is along the I-84 corridor. While data is not available for Caldwell, the asthma rate data for Meridian also shows populations with the highest rates are on either side of I-84. The same is true for the City of Boise, where the highest rates of asthma are along I-84 as well as other high speed, high volume corridors like State Street. When we look at other CDC datasets related to air pollution, the same Census tracts in Nampa that flag for high rates of asthma also have high rates of coronary heart disease and COPD. How will ITD evaluate the likely effects of increased vehicle emissions stemming from induced demand as part of this widening? How will ITD consider studies that now | <p><u>Idaho Transportation Department response:</u></p> <p>Determining which road projects the Idaho Transportation Department will pursue is accomplished through evaluating the return on investment. This responsibility falls to the Idaho Transportation Board, appointed by the Governor.</p> <p>According to a Governor's Task Force, the state of Idaho is not meeting the funding requirements to fully execute these responsibilities. There is an annual shortfall of \$417 million.</p> <p>Given this funding shortfall, the Transportation Board must choose when money is allocated to add on to the existing system and when it is allocating to maintaining and preserving existing assets. The majority of ITD's funding goes towards maintenance.</p> <p>The need to increase funding while balancing maintenance with capacity and safety needs has been recognized in the Idaho Legislature. In 2015, it increased</p> | 83716 | Comment form |

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| | <p>show that children who grow up next to major highways like this have higher asthma rates and rates that are similar to children who grow up in second hand smoke households (http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0037044). As the purpose of NEPA is stated as to: ". . . promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man. NEPA § 102 [42 USC §4321]" As well as to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings. [42 USC §4331] And to "attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences. [42 USC §4331]." I'm not sure that ITD's processes related to NEPA and Environmental Justice will adequately consider the adverse human health impacts of this highway widening on these vulnerable populations and conform to these clauses within NEPA given what we know about the existing conditions of populations along this route. I would advise COMPASS and ITD to look at the Healthy Conditions Assessments for Nampa and Caldwell, which outline other health and socio-economic factors for those Census tracts that flank I-84. These studies were sanctioned by St. Luke's and United Way of Treasure Valley. Overall, these are the worst health conditions in Canyon County and within their respective cities, have the most vulnerable youth populations, and are in need of other basic transportation-related investments other than an interstate widening that will further degrade their already-fragile conditions. The impacts of a highway are already evident in Caldwell, as the neighborhoods that were bisected by the original I-84 construction were once some of the nicest in the region but now are severed from one another since the original highway cutoff streets, negated gains in property values, and failed</p> | <p>road user fees on gasoline and vehicle registration. In 2017, the Legislature passed new funding sources dedicated for mitigating congestion. It also allowed ITD to bond up to \$300 million through the Grant Anticipation Revenue Vehicle (GARVEE) to advance projects.</p> <p>The Idaho Transportation Department's mission is "Your Safety, Your Mobility, Your Economic Opportunity." Achieving all three goals requires cost-effective maintenance and construction throughout the state of Idaho. If all funding went to maintenance, the safety and mobility of the growing Idaho population - currently one of the fastest growing states in the nation - could be at risk.</p> <p>As part of the environmental evaluation, ITD will analyze air quality in accordance with standards and procedures. Adding lanes would likely increase the volume of traffic in the area, but improved traffic flow reduces congestion that may help decrease emissions in the areas adjacent to the highway by having less stop-and-go and idling vehicles. Reductions in emissions would help to not exacerbate any emissions-related health concerns, including asthma.</p> <p>Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations prohibits discrimination against minority populations by discouraging programs, policies, and activities that would result in a disproportionately high and adverse human health or environmental</p> | | |

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| | <p>to consider impacts on human health. Simply widening a highway without understanding the other effects does not comport with ITD's mission of "Your access. Your mobility. Your economic opportunity" unless ITD's only applies that mission statement motorists instead of all Idahoans, especially those who live along the I-84 corridor and deal with the daily impacts of pollution created by it currently as well as induced demand, thus induced pollution, that will come with this widening.</p> | <p>effects on minority and low-income populations.</p> <p>EJ analyses require in-depth studies of communities affected by a transportation project and effective community outreach, in order to correctly identify potential impacts. This process is intended to ensure that the project avoids, minimizes, or mitigates disproportionately high and adverse effects on minority and low-income populations.</p> <p>As part of the environmental evaluation, ITD will first identify minority and low-income populations within the environmental evaluation study area utilizing census data, EPA Mapper, contacting local public agencies, and field observations, etc. The study will involve public outreach to the appropriate low-income, minority, and limited English proficient communities to help identify concerns and issues and will analyze potential impacts from the proposed project alternatives that may have a disproportionately high and adverse impact on these populations. The EJ analysis is planned to address: noise, access during construction, availability and access to goods and/or services, emergency response delay, air quality / particulate matter. ITD will coordinate with FHWA to ensure analyses are consistent with federal procedures.</p> <p>When determining whether potential modifications to I-84 will have disproportionately high and adverse effects on minority and low-income populations, ITD will take into account mitigation and</p> | | |

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| | | enhancement measures and potential offsetting benefits to any affected minority or low-income populations. | | |
| Yes | I do not use that section of I-84 often, but do know many that do. Issues they talk about, and what we see and hear in the news, tells me it is over due. | | 83686 | Comment form |
| Unsure | I don't Drive this stretch during rush hour, so withhold comment | | 83616 | Comment form |
| | I don't agree with subsidizing poor development. Developers should be paying the true costs to our community, which includes traffic congestion, agriculture to urban land conversion, poor air quality.... all of it. If we continue to just widen our roads we aren't really addressing the issue of sprawl, we are actually encouraging poor planning, and forcing the public to pay for the actual costs that developers should be paying for. | | 83706 | Comment form |
| Yes | I don't see how you can spend so much doing it, but it needs done. | | 83626 | Comment form |
| Yes | I don't use this route from one place to another for the reason of congestion and traffic slow down issues. This should definitely be in the funding plan ASAP and done ASAP! The overall long term plan for traffic movement in general is not there for this area. We are growing too fast and the lack of road infrastructure is very frustrating to me on a daily basis. Coming from an area where this is a much bigger priority has made this transition every worse for me! | | Jessica Schumacher 83669 | Comment form |
| Yes | I drive from Boise to Caldwell every day to work. Although I go against traffic, I consistently encounter dangerous situations where the interstate changes from three to two lanes and vice versa. As growth continues westward from Boise, the infrastructure must improve as well. | | 83703 | Comment form |
| Yes | I drive from exit 57 to exit 27 westbound every day from work. It usually takes as long to get through 3 miles between Garrity and Northside as it does to drive 20 miles before that. Please widen the road at least going westbound. | | 83626 | Comment form |

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| Yes | I drive to Caldwell at least once a month, and this only makes sense. All the Oregon trucks and NW travelers will appreciate it too. | | Helen Neher 83642 | Comment form |
| No | I feel we should increase public transportation, not more and widening of highways or freeways. We do not need to encourage more traffic and have our beautiful area become Los Angeles. This area has blown up just in the 2 1/2 yrs we've lived here. We need to work on ideas for public transportation such as a link as Seattle has/is doing. | | Annette Matlock 83616 | Comment form |
| Yes | I have experienced the congestion along this segment of I-84, and I concur that I-84 needs to be widened from Nampa to Caldwell. | | Dick Jacobsen 83646 | Comment form |
| Unsure | I live in Star So not sure I do know that the highway is always backed up in that area ! | | Karen Russell 83669 | Comment form |
| Unsure | I think delaying this commitment for a few years in order to evaluate where the autonomous vehicle technology is headed makes sense. This disruptive technology will create significant traffic throughput and hence widening of roadways may not be required. | | 83702 | Comment form |
| Yes | I thought that this was part of the original widening project several years ago. It's about time for this to happen, congestion continues to get worse on this stretch of freeway. | | 83713 | Comment form |
| Yes | I voted yes however, public transit options need to be addressed immediately including exploring a commuter rail system that would help alleviate traffic issues during the commute. | | 83669 | Comment form |
| No | I would almost never use it. | | 83669 | Comment form |
| Unsure | I would prefer to see money spent on public transportation, but I know that this area will soon be a bottleneck for commuters. | | 83702 | Comment form |
| Unsure | I would widen and upgrade Chinden from Eagle to 84 into an express way or better. This would divert traffic from 84 and do a better job dispersing the traffic load. | | Don Hus 83714 | Comment form |
| Yes | I-84 needs to be widened, and existing road bed needs to be upgraded. With more people moving here, the traffic count will increase. | | 83646 | Comment form |

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| Yes | I-84 needs to widened at least from Franklin Blvd through Midland, at the very least! | | 83646 | Comment form |
| Yes | I-84 should be widened between Nampa and Caldwell, but I believe extending SH 16 to I-84 should be completed first. | | 83616 | Comment form |
| Yes | I-84 should be widened to four lanes from Exit 26 (Notus) to Exit 36 (Franklin Blvd.) with on and off ramp improvements. If this area is going to be torn up for construction get ahead of the curve and add put in four lanes both west and east bound. | | 83651 | Comment form |
| Yes | I-84 should be widened to the Notus/Greenleaf exit. Traffic is only going to get heavier, as is, if there is an accident, it's backed up for miles & miles!!! It too crowded & DANGEROUS. This is a serious issue & NEEDS addressed ASAP!!! | | Gene and Cindy Foster 83676 | Comment form |
| Yes | Idaho needs this as it continues to grow | | Student, University of Idaho 83646 | Comment form |
| No | If highway 20/26 and hwy 44 (from Linder to the freeway) were widened, where the need is great, there would not be as much of a need for the freeway widening. With the widening of Franklin Road parallel to the freeway, it has helped reduce traffic. But if the other highways were widened, it would satisfy a great need. | | 84669 | Comment form |
| Yes | If this vital link is not widened, then a vital part of our transportation for goods and services will be throttled between Caldwell and where it has been widened at the Garrity interchange. It is now a bottleneck from two to three lanes in both directions during heavy traffic loads | | Brian Allen 83605 | Comment form |
| Yes | If you don't widen it to Caldwell you are just shifting the congestion 2 miles east. Doesn't really buy the county/state much. As the fastest growing state it will only lead to more headache down the road. Widen it to 4 lanes not just 3. | | 83651 | Comment form |
| Yes | If you don't you will wish you had. For as much traffic that I-84 sees you had better git-er done. Staying stagnant is not an option. Go-go-go! | | 83651 | Comment form |

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| Yes | If you stop at Karcher , that's where the accidents will be moved to from franklin and north side. | | 83607 | Comment form |
| Yes | In my opinion, I-84 needs to be widened all the way to the border of Oregon. It is all significantly overdue, and necessity to bring the freeway system in the Treasure Valley into the modern age. I am also a strong supporter of a dedicated commuter lane option that is funded through tolls, and annual memberships that goes into Boise in the morning and changes directions in the afternoon. The amount of incidents on the freeway at rush hour time is a huge liability and signs of neglect from our transportation department. | | 83687 | Comment form |
| Yes | In order to reduce the extreme congestion that currently is worsening on the Interstate 84 section between Nampa and Caldwell, the only reasonable solution is to widen this stretch to FOUR LANES in each direction. I'm convinced that traffic count studies will demonstrate the need for this project. Please stop procrastinating and get on with it! | | 83605 | Comment form |
| No | Instead of widening more roads that will soon fill up with more cars and result in the exact same problem, why don't you be more forward-thinking and start allocating money towards putting in a mass transit system that actually works. | | 83706 | Comment form |
| Unsure | Is the most ridiculous process. The decision to why not why not extend or increase traffic close via I 84 should be determined through a statistical analytical process. Public comment while interesting is not fact-based a person living in Nampa or Caldwell may just simply want an easier commute your process should be to analyze the information projections for growth statistics and facts not public comment | | Bruce Turner 83646 | Comment form |
| Yes | It can 20 minutes to get from exit 28 to Garrity during peak hours. That's approximately 6 miles. | | 83605 | Comment form |
| Yes | It creates a lot of slow down in traffic when I-84 goes from 3 to 2 lanes. | | 83669 | Comment form |
| Yes | It has been needed for a long time. | | 83686 | Comment form |
| Yes | It is a current need | | Trish 83646 | Comment form ⁹³ |

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| Yes | It is a safety issue, there would be less wrecks, people would save time & money, and there would be less emissions. | | 83605 | Comment form |
| Yes | It is clear and obvious to anyone who drives I-84 from Boise westward to Caldwell and beyond, that the widening of that section of freeway is overdue. The bottleneck in the traffic that occurs every weekday around 3:00 p.m. to about 6:00 p.m. is the perfect example of why this needs to be done, and as soon as possible. The repaving of the Caldwell to Nampa section this past year did not relieve the congestion, though it was an improvement to the existing roadway. | | 83704 | Comment form |
| No | It is well established that we can't build ourselves out of congestion. Widening I-84 will just encourage people to move further out, increasing sprawl and resulting traffic. Fund more public transit not widen roads! | | 83702 | Comment form |
| Yes | It needs to be able to support our expanding communities | | Natalie Filbert 83714 | Comment form |
| Yes | It needs to be widened! I drive it every morning and if there is an accident in nampa it backs up all the way to 10th street in Caldwell. Widen this before doing anything else please | | 83605 | Comment form |
| No | It seems like there are bigger needs in the state than subsidizing long commutes in the Treasure Valley. Plus, ITD has trouble maintaining the roads it already has. | | 83702 | Comment form |
| Yes | It should be widened all the way THROUGH Caldwell up to Highway 26 on the north end. | | 83669 | Comment form |
| Yes | It should be widened starting at exit 25. Traffic really backs up starting there in rush hour. People are on the westbound shoulder waiting to exit at exit 25 which is a disaster waiting to happen. | | 83669 | Comment form |
| Yes | It should be widened to include (only) a high occupancy / bus lane. The transportation future is uncertain, but population growth in the Ada/Canyon is certain and will almost certainly make public transit happen, even in a backward place like Idaho. If not buses, then driverless cars, which could run safely at increased traffic density. | | Steve Rinehart 83702 | Comment form |

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| Yes | It should begin closer to Meridian ... Franklin? | | Curt & Gayle Johanson 83713 | Comment form |
| Yes | It should have been done 5 years ago. | | 83607 | Comment form |
| No | It would make a much better decision to not just add to the interstate system. Widen Chinden Blvd/US20/US26 from Caldwell to Boise. This would divert traffic from the interstate infrastructure to a more direct route that thousands of cars must take anyway. Traffic on Chinden is TERRIBLE, and yet nothing is being done to help. You wouldn't need to widen the interstate if you provided a different/alternate path to get commuters out of Boise and into Eagle, Meridian, Nampa, and Caldwell. | | 83642 | Comment form |
| Yes | It's time that ITD recognize and plan for commuter lanes to encourage ride sharing from Caldwell to Boise in both directions. Just widening and putting in more lanes won't cut down on commuter traffic, only encourage more drivers to take to the road. Encouraging ride sharing will reduce the number of cars on the road, something this valley really needs! | | Melinda Lee Norris 83642 | Comment form |
| Yes | It's way overdo to replace , It's not going to get any cheaper and more use in the future . Plus i miss seeing all the orange cones between Caldwell and Boise , they have been he so long i feel they are part of the community . | | 83660 | Comment form |
| No | Just needs repaved. | | 83646 | Comment form |
| Yes | Largest amount of traffic with the biggest bottleneck. | | 83706 | Comment form |
| Yes | Long overdue. | | 83709 | Comment form |
| Yes | Long overdue. | | James Lang 83642 | Comment form |
| Yes | Longtime over due...just keeps getting more expensive. | | Judy K. John 83605 | Comment form |
| Unsure | Low priority | | 83669 | Comment form |

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| Yes | Make this a priority - traffic is increasing and the slow down and accidents caused by reducing to 2 lanes is unacceptable. | | 83607 | Comment form |
| Yes | Much needed and please add some more Traffic Cams...they are GREAT. | | 83686 | Comment form |
| Unsure | My preference is a rail line. If expanding I 84 will inhibit that, I would oppose. | | John Looze 83706 | Comment form |
| Yes | My vote is the widening of I-84 Nampa to Caldwell should be first priority. | | 83607 | Comment form |
| Yes | Need to widen I-84 between Nampa and Caldwell and also make another exit for Ustick rd as it goes over I-84 and will help ease congestion on the Karcher and Franklin exits in Nampa and Caldwell Respectively. | | 83607 | Comment form |
| Yes | Needed to relieve congestion | | 83686 | Comment form |
| Yes | Needs to be from the Middleton offramp on to Nampa | | Pery R. Plischke 83672 | Comment form |
| No | No. Treasure Valley would be better served by some sort of mass transit system. Widening a roadway is not keeping up with growth. We need to look farther out than 2 years. | | 83712 | Comment form |
| Yes | Now before it gets more expensive | | Larry McGhee 83709 | Comment form |
| Yes | On our way to Weiser and points west of Meridian, that section is always a bottle neck as the number of lane drops down and everyone is jockeying for position. | | Ron Frazier 83642 | Comment form |
| Yes | one of the most congested state roadways in Idaho. Desperately needed! | | 83703 | Comment form |
| No | ONLY if a center light rail/mass transit is included in the plans. | | 83704 | Comment form |
| Yes | Our infrastructure must be a priority. It's one of the top things that government should see gets done but it appears to me that we are at least five years behind. With the projected growth for Canyon County I don't know why there is a question. Do it! | | Ron Tincher 83686 | Comment form |
| Yes | Our major state highways should bear the brunt of commuter traffic. Making these corridors attractive | | 83616 | Comment form |

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| | to commuters will help alleviate congestion on secondary roads. This needs to be a priority! | | | |
| Yes | Please do this as soon as possible. | | 83616 | Comment form |
| Yes | Please GOD make this happen! | | 83607 | Comment form |
| Unsure | Please, please, please widen Chinden Blvd. It has become so crowded and slow since we moved to Lochsa Falls 10 years ago. The traffic into Boise just gets worse every month with so many new houses being built and so many people moving in. I beg you to please do something to alleviate this crowded road! | | Cindy Wilson 83646 | Comment form |
| Yes | Population growth has overcome our highway systems And if something isn't done soon it will be too late. | | 83646 | Comment form |
| Yes | Population is increasingly moving west, but still working in Boise. We need this! | | 83616 | Comment form |
| Unsure | Providing more and wider roads will create more emissions and lower air quality, with bad health outcomes for Treasure Valley (especially in winter). ITD needs to scope making public transportation fast, reliable, affordable, and on-time. A light rail would fit that bill. | | Pie Lin-Yu 83706 | Comment form |
| No | Public transportation should be the impetus for any widening of I-84. Additional regular lanes will only increase the problems long term. | | 83704 | Comment form |
| No | Put in a Light Rail System that runs from Boise to Caldwell with intentions of going longer, as well as Boise to Mt. Home. Also, Put an elevated or tunneled Light rail under or on top of State Street from Boise to Eagle. Would be a fairly straight forward run. This needs to be done before more buildings and other objects make it more expensive in the future. | | Jordan Winspear 83702 | Comment form |
| No | research keeps showing that this does not improve traffic. Work on public transportation instead, please. | | 83706 | Comment form |
| Yes | Right now that portion of I-84 is a bottle neck and it slows commerce moving through the corridor and it is unsafe.. | | Tracy Hopkins, Meridian | Comment form |

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| | | | Transportation Commission 83642 | |
| Yes | See below | | 83642 | Comment form |
| Yes | Seems like this area becomes congested during peak AM & PM hours -contributes to more accidents. | | 83646 | Comment form |
| Yes | Should be a top priority | | 83686 | Comment form |
| Yes | Should go all the way through Nampa and Caldwell | | 83651 | Comment form |
| Yes | Should have been done long ago. | | 83616 | Comment form |
| Yes | Should have been done years ago, and with increase in population growth additional travel routes towards Boise need to be seriously considered. (Ie - widening State St. or Chinden Blvd to 4 lanes out to Can/Ada line at minimum or all the way to I-84. Need to be ahead of the curve. Also - keeping in mind "light rail" line between Airport, downtown and West to Caldwell. I've used light rail in Denver, Minneapolis, Portland and Seattle — although much bigger cities - again, planning for this possible infrastructure needs to be addressed. | | 83706 | Comment form |
| Yes | Should include Lane #1 to be 'Diamond' carpool lane M-F 7:00AM to 7:00PM from 11th Ave Caldwell on ramp to I-184 Y | | 83669 | Comment form |
| Yes | Shouldn't even be a question. Traffic in that area is terrible. Birch has become a mess because of all the traffic getting off the freeway at Idaho Center Blvd to avoid the delays. | | 83687 | Comment form |
| Yes | Stay ahead of the game. | | 83642 | Comment form |
| Yes | Stop the studies and get on with it! | | 83642 | Comment form |
| Yes | Strongly support - traffic is steadily getting worse - along with accidents! Also need an additional Caldwell entrance / exit near Ustik Rad | | 83605 | Comment form |
| Yes | Sure would be great if bike paths could be included alongside freeways as part of any project. | | 83687 | Comment form |

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| Yes | That would helpful for the east-west transportation and for cars and trucks. | | 83616 | Comment form |
| Yes | The amount of traffic between Nampa and Caldwell continues to grow with more people commuting to work. Even a small disruption in traffic causes traffic to be backed for hours due to the limited number of lanes. | | 83605 | Comment form |
| No | The answer is not widening every few years as we continue to reproduce like Mormon jack rabbits and share our quality of life with the numerous transplants. The key needs to be looking beyond the next widening project..... Consider an elevated tram between Caldwell-Nampa-Meridian-Boise-Airport & downtown. Have it completed by 2025! I know, I know, you have heard it many times but land/space is becoming gold, elevate! This could be the core arterial line with additional spurs/connectors in years to come as we continue to support the moron temples and reproduction and over population. No serious, that is just one reason we are becoming over populated. We need to elevate-plan-foreword thinking-ELEVATE! | | 83616 | Comment form |
| Yes | The backup of traffic at this juncture is often times terrible. Accommodations have to be made for current growth patterns as well as for future predicted growth. | | Marjorie Cox 83646 | Comment form |
| Yes | The bottleneck at Franklin is a safety nightmare and very inconvenient. This area bogs down other than rush hours as well a commuter night mare | | Randy Bunn 83607 | Comment form |
| Yes | The current highway is dangerous, as traffic quickly slows where the lanes change from three to two. The interstate should have been widened several years ago. It is time to catch up! | | 83646 | Comment form |
| No | The current number of lanes seem ample, except for rush-hour times. Funding for this project should be diverted to public-transit options. | | 83702 | Comment form |
| Yes | The fact that this is a question proves no one in this organization commutes from Canyon County. From 430 to 6pm every weekday, traffic comes to a standstill near the Garrity exit westbound and does | | Gary John 83607 | Comment form |

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| | not pick up until the North side exit. That is over 3 miles of bumper to bumper slow moving traffic. | | | |
| Yes | The fact that we are widening the first portion from Franklin to Karcher will be a great start, the congestion will only be moved to the Karcher intersection from Franklin. Don't get me wrong I totally agree with the first project, it just needs to be extended to Caldwell to make that corridor safer. | | 83686 | Comment form |
| No | The focus should be on carpooling and mass transit, not on ever-widening roads. | | 83703 | Comment form |
| No | The focus should be on extending state highway 16 first. This is a necessity to take to burden off of Eagle Rd. | | 83616 | Comment form |
| Yes | The funding details appeared to list the start of the widening project as the Karcher Interchange. The project needs to start at the lane reduction at Garrity. Providing greater volume from Garrity to Karcher should be the priority given the reduction in traffic flow after Karcher. | | 83651 | Comment form |
| No | The highway is fast and large enough. Money should be spent on alleviating congestion in other ways. | | 83702 | Comment form |
| Yes | The highway is in fair to poor shape anyway, and way too crowded in peak times. | | 83669 | Comment form |
| Yes | The most dangerous road in the nation way way past due. | | 83686 | Comment form |
| No | The road is in poor condition, has a lot of traffic even at times other than during weekly commute hours. | | 83714 | Comment form |
| Yes | The road is inadequate for the current traffic volume it carries. The number of vehicles using the roadway is only going to continue to increase as the valley population explodes. | | 83702 | Comment form |
| Yes | The roadway is very congested and growth now is making it worse. Some parts of the freeway from Nampa from Nampa and Caldwell are becoming dangerously worn out. | | Tamara Sullivan-Watson 83669 | Comment form |
| Yes | The state is so far behind in keeping up with the growth in the area. I have lived here for 15 years and it wasn't until a few years ago the expansion happened from meridian to Franklin exit. There also | | 83646 | 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, Name, Affiliation (if included) | Format |
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| | needs to be more exits from the flying y to Nampa. Exits at 5mile or Cloverdale And blackcat | | | |
| Yes | The traffic in this area is horrible now with all the new move ins. Please take better care of our roads and add the additional ones needed. Thank you for all you do to make this happen. | | 83644 | Comment form |
| Yes | The traffic is getting so heavy now do the increased population. | | Lucie Dorothea Waterman 83669 | Comment form |
| Yes | the traffic is very congested in this corridor and only growing worse. | | 83716 | Comment form |
| Yes | The traffic on this stretch of road warrants widening as soon as possible. At times this stretch of I-84 is bumper to bumper moving at speeds that are unsafe. | | Paul L. Alldredge 83605 | Comment form |
| Yes | The valley is continuing to grow at a rapid pace and the freeway infrastructure needs to expand in order to meet the traffic demands. | | Zach Pence 83616 | Comment form |
| Yes | The valley is growing at a pace where the infrastructure is far behind. If we want to be a premier place to live, work, and commute this investment must be made. | | 83616 | Comment form |
| Yes | The widening is severely needed at this time and with the expected growth, it will become an even greater need in the future.The project needs to start now. | | 83644 | Comment form |
| Yes | The widening of I84 from Nampa to Caldwell is long overdue. The 3 lanes to 2 west bound creates a bottleneck that results in crashes and slows traffic to a stand still. As for east bound, there always seems to be a crash around Northside which stops traffic in that direction. The absence of off ramps east bound means you are stuck until the accident is cleared. I have been delayed for as long as 1 hour and many times for 30 to 45 minutes. This creates many people being late for work, school, and Doctor appointments. Get 'er done!! | | 83676 | Comment form |
| Yes | There are frequently motor vehicle collisions shutting down traffic for several miles due to an | | 83646 (work in 83605) | Comment form |

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| | insufficient number of lanes to handle the traffic volume, especially in an emergency. | | | |
| No | There are no land use policies in place to ensure that widening will actually result in any reduction in congestion, or increase in safety. Just more sprawl. | | Brian Parker 83705 | Comment form |
| Yes | There is a built-in bottle neck that MUST be eliminated. Idaho is growing very fast and services need to try to get ahead of that growth. | | 83607 | Comment form |
| Yes | There is no project that will do more for Treasure Valley than this one will. It should be done with all dispatch! | | 83642 | Comment form |
| Yes | There's is too much congestion and as the cities grow overtime it would help too already have this system in place. Although I do believe it should be widen to four lanes on each side not just three on each side. | | 83605 | Comment form |
| Yes | Think beyond the current widening and acquire right-of-way NOW to accommodate future widening | | 83714 | Comment form |
| Yes | This bottleneck is a source of frequent crashes and is time consuming | | G. Clovis 83704 | Comment form |
| Yes | This increasingly dangerous stretch of road demands our immediate attention. | | Janet Buschert 83616 | Comment form |
| Yes | This is a bottleneck that can be corrected quickly by widening a short section of the interstate. | | 83687 | Comment form |
| Yes | This is a huge bottleneck and will only become worse as population continues to boom. Express ways should be added as well. | | Sue Heffner 83704 | Comment form |
| Yes | This is a priority and is needed now. | | 83646 | Comment form |
| Yes | This is a very dangerous section of road. We never get on the freeway headed to nampa from Meridian after three. | | 83642 | Comment form |
| Yes | This is a vital connection to the northwest and the traffic interruptions at all times of day are absurd. It is difficult to get through Canyon County when traveling west bound from Boise. Much of the accidents and travel delays are caused by traffic merging, with much of that traffic getting off at the various Nampa area exits. | | 83703 | Comment form |
| Yes | This is a vital link across the state and Treasure Valley. It is chronically congested. | | 83686 | Comment form ²⁰² |

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| Yes | This is a vital link to transportation both for inter valley transit, as well as vehicles travelling through here from points east and west. We are behind the times already, moving forward is a good thing. | | 83605 | Comment form |
| Yes | This is already 10 years over due in my opinion and getting worse by the day as families pour into the valley. I would absolutely support. | | 83642 | Comment form |
| Yes | This is already a serious problem for West Valley residents and others who travel in the area. Overdue. | | 83616 | Comment form |
| Yes | This is becoming a big hazard, with speeding semi trailer trucks passing on the right in an exit/enter ramp before Parma exit, ending up with nowhere to go, and changing lanes abruptly all along Nampa to Caldwell; must widen ASAP. Not for increasing gas or state taxes unless a life threatening situation. | | H Marie Baldner 83706-1019 | Comment form |
| Yes | This is by far the most critical project in the treasure valley | | 83714 | Comment form |
| Yes | This is essential with the growth that is happening! | | 83644-5922 | Comment form |
| Yes | This is greatly needed for all those who commute from Caldwell to Boise or Meridian. Traffic is only going to get worse on this corridor. | | 83607 | Comment form |
| Yes | This is just as bad as Meridian to Nampa in the late 90's - early 200's | | 83605 | Comment form |
| Yes | This is long over due. | | 83644 | Comment form |
| Yes | This is long overdue! | | 83669 | Comment form |
| Yes | This is much needed due to the growth of residential development along the corridor, especially in Caldwell. It is a bottleneck that will only get worse as more homes are built. | | 83607 | Comment form |
| Yes | This is really needed!!! | | 83642 | Comment form |
| Yes | This is such an important part of the Valley Wide Transportation system as a whole! It is a safety issue, air quality issue, and an air quality issue!! Please do it!! | | 83605 | Comment form |
| Yes | This is the only interstate in the treasure valley and there needs to be a proactive approach to moving | | Cameron Kolos | Comment form ²⁰³ |

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| | thousands of vehicles from Nampa/Caldwell to Meridian/Boise and back daily along with all other traffic/commercial trucking passing through the area. | | 83669 | |
| Yes | This is WAY overdue. If 1/2 of the traffic and congestion was in place between Boise and Meridian, this would have been done a long time ago. | | 83686 | Comment form |
| Yes | This is where Treasure Valley will do 90 per cent of it's future growth in the next 10 years. It is absolutely imperative this project begin now, before gridlock on the freeway occurs! | | Kirk Redlin 83619 | Comment form |
| Yes | This must be done to fuel continued economic growth throughout the valley, Caldwell to Boise inclusive. | | 83605 | Comment form |
| Yes | This need to be done to improve vehicle flow on the I84 corridor through the Treasure Valley. | | 83709 | Comment form |
| Yes | This needs to be a priority is this valley and needs to be funded right away !! Do not lose our quality of life and air by having a bottle neck like we have !!! Please fund now !! | | Grant Petersen Jr. 83702 | Comment form |
| Yes | This needs to be funded! | | David S. Litster 83712 | Comment form |
| Yes | This portion of the highway is overloaded at rush hours and desperately needs more lanes for not only today's traffic load but plan for that in the future too. | | David Oster 83702 | Comment form |
| Yes | This project has been needed for some time. I commute from Caldwell (20/26 Franklin Exit) to Nampa (Northside Exit) 5 days a week. In a typical work week there seems to be at least 2-3 days that traffic is backed up significantly due to one type of emergency or other. Typically that traffic wall is hit around Karcher/ Midland eastbound, but more and more often it's coming back to Middleton overpass, or even Ustick overpass. Widening the freeway from Caldwell to Nampa should be top priority to alleviate traffic, accidents, injury, and deaths. | | Peter Nielsen 83605 | Comment form |
| Yes | This project is 15 years overdue | | Kevin Myers 83686 | 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, Name, Affiliation (if included) | Format |
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| Yes | This project is overdue and should be started as soon as possible | | 83702 | Comment form |
| Yes | This project needed to be done along time ago | | 83716 | Comment form |
| Yes | This should be a #1 priority- almost anytime day or night this is a bottle neck and safety hazard. | | 83641 | Comment form |
| Yes | This should be the number one priority. | | 83642 | Comment form |
| Yes | This should be widened to 4 lanes each direction as the population will continue to grow in Nampa. Traffic is terrible right now. I have to get off at Garrity when I should get off at Franklin as West traffic is backed up for miles. | | Steve Scarone 83686 | Comment form |
| Yes | This should have been a priority all along. | | Craig Morton 83642 | Comment form |
| Yes | This should have been done years ago to accommodate growth. I drive I-84 every day and traffic moves fine until it gets choked down at the Franklin Blvd overpass. This should be the top priority for the area. | | 83687 | Comment form |
| Yes | this should have been done YEARS ago. and or done during the most recent freeway overhaul. | | 83607 | Comment form |
| Yes | This situation is exasperated by a bad design. Letting the highway go from 3 lanes to two while and the same time merging in a on ramp has created a dangerous situation. This need to be better though out on all future designs. | | 83642 | Comment form |
| Yes | This will ease the congestion during high traffic periods and make this stretch of I84 much safer. | | Douglas Mackie 83646 | Comment form |
| Yes | This would be a top priority. Widening the interstate at least as far as the Midland Rd overpass would greatly reduce congestion. | | 83605 | Comment form |
| No | This would seem to be a waste of effort. From experience, the additional lanes simply fill up. Don't spend that much on a short-term fix. Instead, give people alternatives to more freeways as the western valley population grows. Park-and-rides? Eventually light rail? Put effort and resources into long term solutions. | | 83706 | Comment form |

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| Yes | Traffic jams are pretty much an oxymoron in the Boise area, but the one place I have seen slowdowns is where I-84 goes from 3 to 2 lanes going west. This would be a good use of funds. | | 83646 | Comment form |
| No | Traffic studies in other metropolitan areas show that adding lanes often does not alleviate overall congestion, because residents who might have put off additional errands & driving during rush hour are less inclined to do so. | | 83702 | Comment form |
| Yes | Urbanization of the Nampa/Caldwell/Middleton areas will pose a traffic challenge. We should prepare for it by widening I-84 now. | | 83714 | Comment form |
| Yes | Valley population highway needs already stress 84 at peak times and use is growing. Expansion now needs to look 20 years or more into the growth pattern, | | Charles Leffler 83703 | Comment form |
| Yes | Very important for the business and community markets of both cities. Currently the congestion factors in on where people would like to build a home. Backups and congestion has turned the daily commute into a very long ordeal. I understand that this project will be very expensive, but if we can attract new businesses into the western end of the valley, it will pay for itself in 10 years. Thank you! | | David Calley 83642 | Comment form |
| Yes | Very much believe it is the correct action. | | 83605 | Comment form |
| Yes | Very much should be a #1 priority since it is very heavily traveled all times during the day and some of the night. It is a major freeway through the state and should take priority for volume and safety. | | 83642 | Comment form |
| No | Waste of money. Start work on a light rail and run more buses. | | 83709 | Comment form |
| Yes | Way overdue. | | 83605 | Comment form |
| Yes | we need street lights on Chinden. All subdivisions have street lights, when we get to Chinden the entire road is dark. | | 83616 | Comment form |
| Yes | We need to invest in the future of Canyon County, we need to widen I-84 to 4 lanes at least to Caldwell if not thru Caldwell. It would be much cheaper now to do all of the widening projects than to do only a | | Howard Surber 83651 | Comment form |

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| | small amount now and then pay significantly more 5 or 10 years down the road. This end of the Valley is going to out pace growth in Boise and Meridian. | | | |
| No | We need to provide more not less public transportation. Also more incentives for carpooling, work scheduling changes ie-staggered work, school schedules. | | 83616 | Comment form |
| No | We should be implementing a mass transit system (ie: light rail) from Caldwell to Boise. The sooner we start this, sooner we will feel the massive benefits of this. If we add lanes between Nampa and Caldwell, it is one more barrier to doing a mass transit system. The only way I am in favor of this widening is if it takes the long-term design for a mass transit system into consideration. | | Scot McGavin 83703 | Comment form |
| Yes | We support this considering increased traffic in recent years on this stretch of I-84. | | 83616 | Comment form |
| No | Who will pay for this expense? I would prefer to utilize this cost for public transport. | Widening Interstate 84 from Nampa to Caldwell would be paid for using a combination of state and federal transportation funds. These funds are specific to roadways and cannot be used for public transportation. | 83705 | Comment form |
| Yes | Why are you even asking this??? It is complete common sense that doesn't need a bunch of input from the community. Start being leaders or shut down your organization and stop wasting taxpayer money. | It is COMPASS' policy to request public feedback prior to committing funding to new transportation projects. For more information on the COMPASS public involvement process, visit: http://compassidah.org/people/publicinvolvement.htm | 83709 | Comment form |
| Yes | Why would you just widen the freeway 3 miles when you could widen all the way to Caldwell and be safer | | 83605 | Comment form |
| Yes | Widening I84 between Nampa and Caldwell is long overdue. Because it is an urban area The speed limit should be reduced to 55mph and heavily enforced. | | 83651 | Comment form |
| Yes | Widening I-84 has needed to happen for years now. It will decrease commute time and hopefully contribute to less accidents by creating more room. | | 83651 | Comment form |
| No | Widening roads has been proven to not relieve congestion. Alternative routes, Mass transit, Bus- | | 83705 | Comment form#07 |

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| | Rapid Transit, light rail, or other types of commuter programs should be invested in. | | | |
| Yes | Wife and I have lived in the Treasure Valley for over twenty years and have been waiting for the state to wake up to this dangerous and embarrassing section of the last unimproved segment of I-84. Friends and family visiting from OR and WA often comment on this and we have no answer. Get busy and do what has very long been needed!! | | Ken Hagenlocher 83646 | Comment form |
| Yes | Will there ever be a right of way for light rail put inbetween the lanes of I-84? | A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes. | 83702 | Comment form |
| Yes | with every means possible to keep the traffic from being bottle necked at any time. I love to have free flowing traffic and less merge lanes to worry about | | 83709 | Comment form |
| Yes | With the continued growth if we don't do soon it will be a real mess. | | Craig Miller 83642 | Comment form |
| No | With the growth in this valley the ever widening of I-84 is like digging a hole in the ocean. It will fill up! Why are we not having the discussion - making the financial sacrifice and budgeting for a MASS TRANSIT system between Nampa-Caldwell and Boise? It will never cost less. It will only cost more as time goes by and challenges mount. | | 83702 | Comment form |
| Yes | Without a doubt. That portion of I-84 is a real problem during transit times each day. | | 83642 | Comment form |
| Yes | Working in Nampa and living in Caldwell makes my commute almost as bad as going to Boise. It is a nightmare | | 83605 | Comment form |
| Yes | Would be helpful for the commuters. | | 83669 | Comment form |
| Yes | Years ago. | | 83642 | Comment form#08 |

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| Yes | Yes and Chinden (20-26) should also be widened to 4 lanes between Meridian and Caldwell! | | 83646 | Comment form |
| Yes | Yes and make it 4 lanes in both directions now to save money going back and adding another in a few years. Consider an express lane for the inside lane from Caldwell through to Gowen. (Similar to what Salt Lake City area has). | | 83687 | Comment form |
| Yes | Yes it should have been done with the previous project. My husband leaves @ 5:45 am just so he can get ahead of the traffic. The traffic is very heavy even @ 6:30 am and you only have 2 lanes at the Marketplace on ramp. If they had 3 lanes it would help with being able to move over for traffic entering the freeway. The nightly evening backup due to the reduction of lanes @ Franklin is horrible, multiple accidents weekly if not daily. The frustration that drivers experience with drivers flying up on the left hand lane and then expect drivers to let them in when the left lane ends is very frustrating. At the same time you have the left lane ending you also have an on ramp just on the other side of the overpass, so traffic trying to avoid the left lane merge mess get in the right lane but then must come to a complete stop with the drivers trying to get on the freeway at Franklin. Once you get pass the Karcher Marketplace Exit it mellows out. Widen the freeway all the way to exit 29 - it would be very helpful for all drivers. | | Jacqie Page-Morton 83605 | Comment form |
| Yes | Yes! People probably said yes last year too! The freeway should have been widened to four lanes each direction through the entire state a long time ago! Take some of the surplus money from the state fund to help pay for the project, make prison inmates do hard labor involved in the project instead of letting them have the easy life in prison on my tax dollars! And, the Karcher/Midland interchange is usually a congested mess by the way. Should be two lanes of traffic flow on both sides. Currently, traffic flow southbound bottlenecks at the signal light because of the I84 westbound lane. | | Jason LaBarbera 83687 | Comment form |

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| Yes | Yes, but it should be after Hwy 16 is funded. The remaining GARVEE bonding authority monies should go to Hwy 16 not I-84. | | Mac McOmber 83616 | Comment form |
| Yes | Yes, it is already a bottleneck | | Rebecca A. Hancocck 83713 | Comment form |
| Yes | Yes, it would help traffic. | | 83714 | Comment form |
| Yes | Yes, this is #1 priority. Also, there really needs to be another exit between Nampa and Caldwell to handle all the extra traffic to the newer residences and businesses in southeast Caldwell. Access to that area is currently very difficult and development is only continuing to grow. Ustick Rd would be the most logical place to put the new exit, but anywhere would help. It will be cheapest to do this at the same time as when the overpasses will need to be replaced anyway. If there is not funding for both then the entire project should be delayed until there is, because redesigning an overpass a second time in the near future would add a lot of unnecessary cost to taxpayers. | | Kyle McAllister 83605 | Comment form |
| Yes | Yes, this is long overdue in my opinion. The traffic slowdown at Franklin Rd overpass in Nampa is an everyday problem that should be fixed. This would solve that. | | 83646 | Comment form |
| Yes | Yes, this widening has been needed for several years now. The congestion is not going to ease up any time soon. We should stay ahead of the growth instead of playing catch up. One of the benefits of living in the treasure valley is the commute time from east to west and vice versa. Lets not wait until its too late! | | Michele W. 83709 | Comment form |
| Yes | Yes, too many wrecks injuries and deaths. I commute this everyday and have seen definite increase in traffic and impatient drivers for 2 lanes. 3 lanes at Garrity narrowing to 2 lanes at Franklin is nightmare. Better to make right lane exit at Franklin than the tie up of traffic with trying to merge. Once semi's have slowed for merging it takes them long time to climb rise west of Franklin. | | Tom K. Brown 83709 | Comment form |

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| Yes | Yes. There is an immediate need now. But I hope consideration for long term traffic solutions begin in earnest. While high speed rapid transit is expensive, it will be an effective solution for decades, possibly centuries with fewer infrastructure dollars needed for freeway widening as time goes on. | | Kent Rasmussen 83714 | Comment form |
| Yes | Yes. Population has increased in Caldwell and will continue to increase. There are multiple crashes daily at the bottleneck in Nampa. The bottleneck must be moved past Caldwell to reduce the crashes to a reasonable frequency. | | 83642 | Comment form |
| Yes | Yes. The demand is already there for this to occur. | | 83687 | Comment form |
| Yes | YES-widening should be done to exit 25, Middleton. Suck it up and get it over with. This area is growing so fast it needs to be done now not later. | | 83607 | Comment form |
| Yes | You are way behind the power curve in getting this project accomplished. The rapid growth of the Treasure Valley has surpassed the planning for this project. This project needs to be accomplished sooner than later. | | 83646 | Comment form |
| Yes | You should already know the answer. This needed to be widened 15 years ago! | | 83651 | Comment form |
| Yes | Really need more lanes to and thru Caldwell. With in the next few years things are gonna go crazy. | | 83605 | Comment form |
| Yes | I-84 between Nampa and Caldwell is very busy with traffic now. It needs to be widened to 3 lanes each way as it will only get more traffic very soon. I drive I-84 between Caldwell and East Boise 3 to 5 times each week for my job delivering parts to several tech companies. This section seems to have as much traffic as the Boise airport area where there are 3 to 4 lanes. | | 83617 | Comment form |
| No | Keep us rural | | 83646 | Comment form |
| Yes | I travel this stretch regularly during the day, not during rush hours, and it's sometimes slow and go, problems with merging and near misses due to the traffic volume and going from 3 lanes starting in Nampa to 2. Although I would like to see other | | 83642 | Comment form |

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| | traffic work done, this is a priority for me and probably for all the commuters from Caldwell to Boise. | | | |
| Yes | But with a light rail system | | 83705 | Comment form |
| Yes | This is a safety issue and it should be done. But it kicks the can down the road again about transportation planning in the valley. Merely expanding lanes is not leadership. Let's be proactive and talk about good land use planning and economic development. Asphalt is neither. | | 83686 | Comment form |
| Yes | Widening I-84 from Nampa to Caldwell is absolutely crucial for canyon county commuters | | 83686 | Comment form |
| Yes | I-84 should be planned as an alternative high-capacity transit corridor to the rail corridor in the event UPRR fails to cooperate with state and local govt. in providing right-of-way as contemplated in CIM. Space should be preserved in the median and at key interchanges along I-84 for future use for high capacity transit (and perhaps HOV in the interim). Even though the state does not allow ITD to play a leadership role (or even a role) in transit, the agency should acknowledge that a high capacity transit system (and the network it fosters) is essential to mitigate congestion on I-84 in the future and forestall future expansion costs. Adding the new lanes will definitely help in the near term but in the long run I-84 will become badly congested without moving towards high capacity transit planned in CIM 2040. This is probably a text-book case of creating induced demand. ITD should design the median and interchanges for the eventuality of high capacity transit so that in the future there will be less need to completely redesign newly constructed infrastructure. | | 83712 | Comment form |
| Yes | Additionally, there should be plans made for an HOV lane in both directions all the way through Canyon and Ada Counties. An exit off I-84 at Ustick. The road should be at least three travel lanes with a 4th lane as a possible future HOV. The interchange for | | Rich Guggenheim 83605 | Comment form |

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| | I-84 /US 20/26 out to Parma needs to also be included in this plan. | | | |
| Yes | Yes. Judging just from recent experience within the last year, it is obvious that traffic volume is increasing, and that increased number of accidents is slowing progress through the Nampa to Caldwell corridor. Sad to see the time come, but best to get ahead of the game. This is a growing need. How far west?---How about to Parma exit? | | 83656 | Comment form |
| Yes | Very strongly say YES! | | Wendy Burrows-Severy City of Wilder 83607 | Comment form |
| Yes | This is no longer a question, it should be done. | | 83642 | Comment form |
| No | Wider roads cause faster speeds, more crashes, and more severe crashes. Put this money toward public transportation rather than encouraging more people to drive their cars, add to congestion, poor air, and costly infrastructure we can't afford to maintain. | | 83702 | Comment form |
| Yes | yes, it is an extreme bottleneck at certain times of the day. | | 83617 | Comment form |
| Yes | This is the current commuter problem area on the I-84 Corridor. | | 83687 | Comment form |
| Yes | Finish what you guy's started. I worked for cal trans for 29 years and they never done this kind off carp | | 83616 | Comment form |
| Yes | Growth is being pushed to the west. | | Gary Smith Central Valley Expressway Coalition 83669 | Comment form |
| Yes | This is a must! No debate.... | | 83605 | Comment form |
| No | I'm very disappointed that the suggested changes to the Regional Transportation Improvement Program do virtually nothing to address the need for improved Public Transportation. With the growth of the Treasure Valley, especially the western end around Nampa and Caldwell it seems apparent there will be greater need for transportation | | 83702 | Comment form |

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| | enhancements, but building additional freeway lanes will not provide a long-term solution. While the state may be able to spend its remaining GARVE funds to build this additional capacity it also comes with the additional cost of maintaining the roads. I don't believe that is being factored in. Further subsidizing the single occupancy vehicle is a sure way to gridlock. While a couple additional lanes may temporarily alleviate the problem there will come a time in the not too distant future when even those lanes are congested and COMPASS will back here asking us if we need to widen the entire corridor. Let's have a serious conversation about improving Public Transportation so we don't have to continually build, maintain and then build again ever wider roads. | | | |
| Yes | Over design seems excessive from input I have listened to at Chamber Transportation Committee meetings. Rather than complete re-build/replacement plan, scaled back design and improvement will still provide long term solution. | | William Ditz Mountain West Group, LLC 83616 | Comment form |
| Yes | Later | | 83616 | Comment form |
| Yes | The growth in the Treasure Valley will demand it. Dot it now it will be cheaper than in 10 years. | | Ed Garlock 83705 | Comment form |
| Yes | Growing population - more commuting workers - safety for individuals & families, especially in winter weather when roadways are already a challenge. | | 83617 | Comment form |
| Yes | As our population continues to grow so will the need for affordable housing. Ada County is pricing itself out of the affordable housing market so families will head west to Canyon County. With the increase in population, increases the wear and tear as well as volume on our roads. | | 83646 | Comment form |
| Yes | Yes, I-84 should be widened. I truly feel it is long overdue and I'm glad the plan is in place, but also the financial ability. I travel on I-84 occasionally, not daily, and I think it will be great. I realize it will be a pain during construction but just like Nampa to Boise, once it's done, it's wonderful. I hope it can be done as soon as possible. | | Karen Greenwade 83687 | Phone call |

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| | I am wholeheartedly for the widening of our freeway between Nampa and Caldwell. It is long over due. | | | Email |
| | Yes, please expand the widening from Nampa to Caldwell. The valley is growing out to the west because there is limited ground for large developments east of Boise or to the south. Who wants to live in the desert. So Nampa, the town's west of Nampa are really growing. Thanks for listening. | | | Email |
| | It's an absolute "no brainer" that I-84 needs to be widened through Caldwell. Why waste time and money on something that's obvious. The Valley is in a building boon, residential as well as businesses and the one and only freeway is already being stretched to it's limit. Stop wasting time and money and DO THE EXPANSION. Two lanes in each side minimum to start with. Less money now than 5-10 yrs. down the road. | | | Email |
| | YES!!! I-84 needs to be widened between Nampa and Caldwell, both east and west bound lanes. If anyone needs convincing, all they need to do is get on the freeway in Caldwell, eastbound, between 7 and 8 a.m. At first, you'll move along very nicely. But, once you're within about a half mile of the Karcher interchange, there will be a drastic slowdown as the traffic pours on. The next two interchanges each add nearly as many cars, each, as Karcher did, effectively reducing the interstate to a single lane. Fortunately, two lanes have been added at that point, allowing drivers to move over and approach freeway speeds, again. Without that, the additional traffic joining the commute at the Garrity interchange would slow flow to a trickle. For even more fun, head west on the freeway starting at the 10-mile interchange or points east. You'll encounter an even worse bottleneck between approximately Garrity through the Karcher interchange. The fools trying to bypass the problem by racing in the far left lane before it is cut off bring all the traffic to a halt. The commuters desperately need this improvement. Please! | | | Email |

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| | We believe that for safety, mobility and economic vitality, that this segment of Interstate 84 should be widened as soon as funds can be made available. It behooves the Transportation Department to have the necessary socio and environmental clearances obtained and design promptly completed so that any and all opportunities for construction funding can be applied in a timely manner. | | Dave Jones, PE, Director, Canyon Highway District No. 4 | Email |
| | I think that it is a waist of time and money widening I-84 and rebuilding the over-passes to accommodate additional lanes. If you could make a road starting at the Idaho state line that ran south and come back into I-84 east of Boise, that would allow the majority of trucks and workers commuting to the east side of Boise to by-pass the present I-84. I don't understand why that was never considered before you replaced the over-passes and widened the interstate to accommodate additional lanes. | | | Email |
| | Yes, I think I-84 should be widened from Nampa to Caldwell. Right away. | | | Email |
| | Just a few quick comments. I do believe that I-84 should be widened. I believe that 20-26 and 44 should be the top priority of all things after that. | | | Email |
| | The extreme growth & development situation in Ada and Canyon County necessitates transportation improvement amendments. I agree that I-84 should be widened from Nampa to Caldwell. I-84 gets backed-up with traffic all the way to Boise during commute hours. | | | Email |
| | We live in Kuna and drive the I-84 quite often. We vote to widen I-84 from Nampa to Caldwell and we would like to see Highway 16 extended to the I-84 for better access to Emmett. | | | Email |
| | As a resident of Boise I wish to convey my support for the widening of the Interstate between Nampa and Caldwell and to make this project a funding priority. With the current and projected growth of this valley's population, it only makes sense to build | | | Email |

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| | infrastructure to accommodate the expansion. Thanks for asking for public input! | | | |
| | I am having real issues with the way the traffic is being held back so much when there is a solution available. There need to be off ramps on all the major overpasses. This would cut the traffic in 2/3 and ease the amount of traffic on I84 trying to get to Caldwell to Boise. The major off ramps of Maple Grove, Cloverdale, 5 mile, and all the other overpasses between Nampa and Boise. Everyone is having to find ways to their neighborhoods and traffic between all of the exits such as Garity -10 mile-eagle-meridian then you get to the exits after Garity and all the over passes less one that allow traffic to feed off to their areas of living. Why don't you put out a request and see what the people want. Maybe do a study of how many are being held to the freeway I-84 and is not able to take a closer or easier way off I84 to get home and take off the forced main area exits. I know is sound stupid and I cant write will right now. I am so mad about a simple fix to a big problem. Just look at he amounts that can come off I84 and the widening of the road will work a lot better for all. Thank you | | | Email |
| | No more widening roads. Funding should go exclusively to mass transit. | | | Email |
| | Yes, I believe those sussested improvements need to be made to improve the infrastructure | | | Email |
| | In addition to widening I - 84 we desperately need a new interchange at either Homedale or Ustick rds. Franklin & 10th are not enough to handle all the traffic. Plus it would stem growth and jobs. | | | Email |
| | How smart do u need to be realize this needs to be done now | | | Email |
| | In our opinion , with the growth we have seen in Canyon County in the last 10 years, it would greatly improve the traffic situation if we widened the I-84 between Caldwell and Nampa and extended the Hwy 16 to I-84. We here at the Senior Center in Parma also believe public transit in Nampa would benefit all people in the years to come. | | | Email |

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| | This is an absolute must for Caldwell's future economic growth and business potential. Treasure Valley's population will be expanding greatly in the coming years and safe, efficient travel for commuters and through travelers is mandatory. | | | Email |
| | I am local realtor that drive clients around the valley. Over the last year plus, I have seen huge increase in traffic and severe decrease in patients with drivers along Nampa to Caldwell corridor. Being involved with several local groups in Canyon county from local realtors to Univ of Idaho Extension Master gardeners. People are very concern with traffic jams, accidents and lack of patients by drivers driving way to fast to get a head of of oncoming traffic. With the projected growth of Treasure Valley coming in over million folks over next 20 plus years, we need to act now. Canyon county I84 is major artery that feeds goods into larger Ada county, now is not time to delay. We need funding now to get present congestion under control and plan for bigger project such as mass transit between downtown Caldwell and downtown Boise. | | | Email |
| | All of the projects mentioned must be funded and volpleted at the earliest possible date. These are life saving and life improving measures. Do not delay. | | | Email |
| | Absolutely these two projects are needed & wanted. | | | Email |
| | However, the Nampa Regional Transit development should not go forward. It is not need or wanted. | | | Email |
| | YES | | | Email |
| | Yes I-84 should be widened from Nampa to Caldwell. | | | Email |
| | Per the above question, my opinion is that it is not cost effective at this time . I drive that stretch frequently in my work as a real estate appraiser. The only time it appears to be excessive in congession is during the height of the going home traffic hour or so. To expand the lanes would be very expensive and there are more productive way to spend our tax dollars right now. | | | Email |
| | I believe I 84 should be widened between Nampa and Caldwell because there is so much congestion in | | | Email 218 |

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| | the mornings and afternoon. This is also a problem when there is an accident or even when emergency vehicles are present in either lane. There is a chance that some aggressive drivers may be more courteous. An additional lane should help emergency vehicles get where they are needed, easier, faster and safer. | | | |
| | I submit these comments from the perspective of a retired Professional Engineer in Civil Engineering. I moved to Idaho after retirement several years ago. I lived and worked for over 40 years in a major metropolitan area in Texas. From that experience I saw what worked, and things that could have been done better. I am favorably impressed by the planning ahead and community input that currently occurs in the Boise metro area. YES, and make provisions for future expansion of I-84 beyond the current widening proposal. a. Build bridges crossing I-84 with extra length so that additional I-84 lanes, and widened shoulders, can be added without modifying the bridge. b. Build bridges crossing I-84 such that the crossing roadway can be easily widened. c. Make provisions for future local road crossings of I-84, including possible future entrances and exits to I-84. d. There may be places along I-84 where frontage roads would be appropriate to facilitate local traffic and enhance business access. e. Most importantly, acquire right-of-way NOW that will have space for future expansions. | | | Email |
| | I really believe that I-84 between Nampa and Caldwell should be widened to 4 lanes to relieve the traffic congestion which exists now. It would reduce the number of accidents during the rush hours and the huge slow down as everyone merges from 4 lanes to 2 lanes. I also believe that there needs to be another way to reach the freeway or to get to the Northern part of the valley. Eventually I think that another river crossing closer in and freeway entrance/exits (maybe Five Mile) would also relieve the congestion on Eagle Rd for those coming out of | | | Email |

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| | downtown on the connector and not have an exit until Eagle but needing to get to Five Mile and Cloverdale areas and for those going to Eastern side of the City of Eagle and the Western edge of Boise along the Chinden and State St areas. These areas need to be address asap as we keep trying to bring more people to the area and our roads aren't equipped to handle the additional cars. All major roads to and from Boise going West need to be widen to at least 3 lanes in each direction. Overland, Franklin and Fairview/Cherry Lane. | | | |
| | Definitely need to widen I-84 between Nampa and Caldwell. The interstate is bumper to bumper traffic at all hours of the day. | | | Email |
| | Widen that thing out. Some of the surface is terrible. | | | Email |
| | I think it makes the most sense to stop building for cars and start planning on moving people with some kind of mass transit system. Busses or trains etc. as out valley grows we will never be able to accommodate all the cars. Focus on sensible systems to move people without polluting our valley and adding to the inversion pollution that already exists. How much would buying a fleet of several thousand small electric cars cost? They could be checked out at each end of a light rail to help people get to work and Home. | | | Email |
| | I think the interstate should be widened from Nampa through Caldwell | | | Email |
| | Yes | | | Email |
| | Thank you for update, i think we really need to get the freeway done and chinden at least to can ada from eagle to five lanes!!! this is killing commute times and dissatisfied employees. thanks for all you do | | | Email |
| | The prospect of widening I-84 is a huge positive for the Treasure Valley and the State of Idaho. We wholeheartedly support the Widening of I-84 from Nampa into Caldwell. Bringing these improvements nearer to the state line throug our actiity centers | | Brent Orton, City of Caldwell 83605 | Email |

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| | provides benefits to every commercial segment locally to the valley and the enourmous array of commerce that uses the interstate. This is vital in terms of supporting, retaining, and attracting commerce, business, and industry. | | | |
| Yes | With the full Ada and Canyon Counties keep growing, they need to expand between Nampa and Caldwell. I don't have to worry about the commuting for work because I live in Boise, but I love to drive around a lot. I see why there are so many traffic jams on the way to Nampa and even Caldwell. When I-84 merges from 4 to 3 to 2 lanes going West, that's a problem on it's own. So YES, the Nampa to Caldwell needs "3 lanes." | | 83704 | Comment form |
| Yes | Really, you widened Broadway to Gowen RD when the car count was only 38,000 when the current count from Midland to Franklin Rd is 54,000. You also widened Broadway to Vista to 4 lanes when their traffic count was only 61,000 and were begging for 3. Nice to see how we are being treated equally by Dist. 3 leadership and the ITD Board. You also have Census data that shows that Caldwell will be the 4th largest city in Idaho in 5-6 years, This data is all available but kindly ignored by ITD's DIST 3 leadership and the Board. By not doing this or funding it to its appropriate level will prove that the ITD board and senior leadership at ITD are biased. | | Craig Allison 83607 | Comment form |
| Unsure | Widening I-84 from Nampa to Caldwell is important, however I do not believe it is the most pressing transportation concern in our region. | | 83616 | Comment form |
| Yes | Interesting. J-U-B did a study back around 2000 or the late 1990's for the Highway Districts in Canyon County. At that time, we thought widening the Interstate from Boise to Caldwell was prudent. I'm guessing traffic volumes have not decreased. | | 83705 | Comment form |
| Yes | I forgot to add to previous submission that the speed limit being raised should be a mile past the exit 25, there too much backup with the cars exiting, the speed stay 65 until past it. | | 83705 | Comment form |

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| | No brainer. Please! Please! Please! We need 4 lanes not three. Three a waste of time. The traffic is increasing every day! | | | Letter |
| Yes | | | Julianne Shaw, Idaho Department of Lands 83709 | Comment form |
| Yes | | | Mark Pemble, Caldwell Young Professionals 83605 | Comment form |
| Yes | | | Theresa Sommer Hughes 83646 | Comment form |
| Unsure | | | Jeff Tonkin 83646 | Comment form |
| Yes | | | William Hues 83669 | Comment form |
| Yes | | | Pete Gerstenberger 83669 | Comment form |
| Yes | | | PaTricia Gefroh 83669 | Comment form |
| Yes | | | Gerould Bloom 83703 | Comment form |
| Yes | | | Timothy Perkins 83646 | Comment form |
| Unsure | | | Travis Averett 83646 | Comment form |
| Yes | | | Michael Gollaher 83709-6363 | Comment form |
| Yes | | | 83642 | Comment form |
| Yes | | | Richard Miller 83669 | Comment form |
| Yes | | | Bill Betts 83646 | Comment form ²² |

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| Yes | | | George & Leigh Brecht 83616 | Comment form |
| Yes | | | Doug Thompson 83687 | Comment form |
| Yes | | | Bill Kinghorn 83669 | Comment form |
| Yes | | | Ronald Pridmore 83713 | Comment form |
| Yes | | | Jackie Moran 83616 | Comment form |
| Yes | | | Cornelius Ziemann 83669 | Comment form |
| Unsure | | | Wendy Miller 83669 | Comment form |

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| Should the Idaho Transportation Department begin preliminary engineering work to extend State Highway 16 to I-84? | | | | |
| Yes | Absolutely and start buying right of way now. | | 83709 | Comment form |
| No | Absolutely not. Political boondoggle. | | 83712 | Comment form |
| Yes | Absolutely, since the people up by the foothills need better options for getting south to I-84 in a quicker, safer and more efficient manner. The valley really needs better options for north/south travel overall (Eagle Rd is NOT a good option). Unfortunately, this doesn't help those in Boise and many in Eagle too much except when they need to travel west bound on I-84. Still a great improvement that will accommodate future growth well. Honestly, I wish COMPASS could evaluate options for alleviating traffic issues for north Boise and Eagle by offering access to I-84. Ideally, a project to link Highway 55 with I-84. That project would impact numerous residential zones but the benefits could be incalculable. The only other option is a reset of Eagle rd.; convert it to a freeway and create frontage roads for access to the commercial and residential zones. A north/south thoroughfare is greatly needed in west Boise and for Eagle! | | Zach Pence 83616 | Comment form |
| Yes | Absolutely. Let's not make the same mistake that was made with Eagle Road -- waiting too long and missing the opportunity to provide for proper movement of traffic.. | | 83714 | Comment form |
| Yes | Absolutely. Idaho 16 and 52 should become expressways. Kempthorn's connecting Idaho plan was genius... It needs to be completed to reduce pressure off of 55N. | | Sue Heffner 83704 | Comment form |
| Yes | Adding this will relieve traffic on surface roads. | | 83607 | Comment form |
| Yes | AFTER Chinden is addressed. | | 83616 | Comment form |

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| Yes | Again the cost now could save millions of dollars later. The State may also reap the benefits of allowing for more expansion. | | Craig Miller 83642 | Comment form |
| Unsure | Again this process should not be driven by a survey or public comment. This is exactly what's wrong with government what is wrong with this decision making process. Decisions must be made with the use of faxed it in the best projections you have have you tested your fortitude to make decisions I am sure you're going to see 80 to 90% Suggestion to increase the freeway that is not fact bass | | Bruce Turner 83646 | Comment form |
| Yes | Again, will there be a right of way for a light rail route? If this is the fastest growing state, at present, when are we ever going to start seriously considering an alternative type of transportation to the car? | A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes. | 83702 | Comment form |
| Yes | Again, with all the congestion, the answer is very obviously yes! | | 83607 | Comment form |
| Yes | Again, with continued growth and development, it is wise to expand Highway 16 as soon as possible to make traffic fluid. | | 83704 | Comment form |
| No | All of the north / south connectors don't matter when all of the east / west roads are 1 travel lane. Traffic on 20/26 sucks as well as all the other 1 lane roads we have in this valley. | | 83687 | Comment form |
| Yes | Also examine a north/south extension of Cloverdale Rd to Hwy 44 via bridge. Need to provide relief for Eagle Road. | | Bill Burns 83713 | Comment form |
| Yes | And an interstate "belt" like other cities (going from SW Boise > Kuna> Nampa SW Boise > N. Boise > Eagle > Nampa/Caldwell) - Thonk Salt Lake. We need to do it now before we grow too much more. It's so hard getting to the North and South of the Valley and we're just patching the problem with local road so-called improvements. | | Jill Thompson 83709 | Comment form |

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| Yes | Anyone with doubts about this should spend a few workday mornings on the road from Emmett to Boise, and also soak up some State Street experience at the same time. | | Steve Rinehart 83702 | Comment form |
| Yes | Anything that can be done to relieve the traffic on Eagle Road would be so necessary. As Meridian, Star and Eagle grow, this road will become untenable most hours of the day unless something is done. Another north-south corridor is the answer. Highway 16 is the answer for now. Please consider funding this valuable asset to help with the increasing traffic! | | 83616 | Comment form |
| Yes | As long as we can keep the access limited so it doesn't become like 55 off the eagle ramp. | | 83605 | Comment form |
| Yes | As the areas surrounding 16 continue their huge rate of growth, it will become more and more necessary for people to have a more direct way to access I-84. It will help lessen the loads on all the other roads now being used, too. This should be priority #3 | | 83642 | Comment form |
| Yes | But \$400 million is a ridiculous amount of money for construction costs. We don't need fancy landscaping or designs in the stone. | | 83646 | Comment form |
| Yes | But after Chinden is widened to Nampa. | | 83646 | Comment form |
| Yes | But should not have another interchange, use 10 mile | | 83607 | Comment form |
| Yes | But you should also look at widening Hwy16 from Emmett to Hwy 44. | | 83605 | Comment form |
| Yes | But, this should be after widening I84 between exit 36 to exit 29. | | 83607 | Comment form |
| No | Commuters who need to get from ID16 to I-84 can now simply take 20/26 to Ten Mile and then out to the freeway. Or they can take 20/26 to CanAda Road and out to the freeway. I don't see the need for the connection along McDermott. | | 83687 | Comment form |
| Yes | Completion of this project would place the Treasure Valley ahead of the growth curve similar to the Eagle Road interchange at I-84 in the early 1990's. | | James Lang 83642 | Comment form |
| Yes | Connecting highways will help take pressure off local roads. | | 83702 | Comment form |

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| Yes | Definitely! The sooner the better. It might take some pressure off Eagle Road. | | 83713 | Comment form |
| Yes | Eagle Road/55 was a major artery to access the interstate from hwy 44, but is now so congested with traffic and lights that it's no longer a viable route, so we have to use other roads. Hwy 16 should be put through, but with much more limited access than 55, to allow a freer flow of traffic from the north to the interstate. | | 83669 | Comment form |
| Yes | Easy access to I-84. I try to avoid Eagle Rd with stop and go bumper to bumper traffic. So now I can weave my way through country roads to hit 10-mile or travel west thru Star and Middleton for my scheduled weekly trips to Ontario. | | 83616 | Comment form |
| Yes | Emmett is growing also. Just do it. | | 83607 | Comment form |
| Yes | Emphatically, yes. The whole area west and south of Eagle is growing rapidly. Eagle road from Eagle down to I-84 is often extremely congested. Extending 16 south to I-84 will relieve much of this congestion. Many people from as far away as Emmett commute to Boise along I-84. Hwy 16 will aid in commutes and improve traffic along all of the other north-south roads. | | 83616 | Comment form |
| Yes | Ending before the freeway is like that "bridge to nowhere". Finish what was started. | | 83607 | Comment form |
| Yes | Establishing direct connection between I-84 and Highway 16 would provide safe and efficient routing of commercial, commuter and recreational traffic that's increasing exponentially year by year. | | 83605 | Comment form |
| Yes | Extending highway 16 to I-84 is a no brainer. It would relieve traffic on State and Chinden Blvd. and shorten time for commuters from Emmett, Star and west Eagle. Should consider a temporary gas tax to get this done now. | | 83646 | Comment form |
| Yes | Farm road are not enough to handle all the new drivers being added. | | 83642 | Comment form |
| Yes | Feel like this is very necessary if we want to keep ahead of the growth. Planning ahead of time especially with roads will help with traffic and make the areas more appealing for retail businesses. | | 83646 | Comment form |

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| Unsure | First assessment to determine if Eagle Rd. is insufficient to handle traffic from Emmett. The goal should NOT be to make travel in individual cars more convenient. | | 83704 | Comment form |
| No | Gas automobiles and roads are obsolete. Mass transportation is what is required in the valley. | | 83713 | Comment form |
| Yes | Get going. Move forward keeping up is the only answer | | 83651 | Comment form |
| Yes | Given the growth we've seen over the past 20 years, this is long overdue. An additional north/south option might help move traffic off of Eagle Road and give residents more direct access to the growing neighborhoods off Highway 16. | | 83616 | Comment form |
| Yes | Growth in the feeder areas of Highway 16 is significant and the traffic needs alternatives to secondary roads such as State St. and Chinden which are already overloaded at rush hours. | | David Oster 83702 | Comment form |
| Yes | Highway 16, or commonly known as the road that leads to nowhere, only seems to redirect traffic to Chinden or increase traffic on 10 mile Road. A direct highway route to the freeway in an area where there are very few roads that connect to that route would be a great blessing for the area. | | 84669 | Comment form |
| Yes | Hwy 16 has traffic flow on it now that diverts to 10 mile, star road, and CanAda. This diversion causes traffic to back up on this roads and does not allow the local residents off each road to get home in a timely manner. | | 83646 | Comment form |
| No | hwy 20-26 should be widened first | | 83646 | Comment form |
| Yes | Hwy 44 / State street should be widened to 5 lanes from Linder to Hwy 16 FIRST. | | 83669 | Comment form |
| Yes | I am in support of funding this project. The EIS was completed that supported extension to I-84 - this project should be further advanced. | | David Baker 83703 | Comment form |
| Yes | I am very supportive of the extension of State Highway 16 between I-84 and US-20/26. It is becoming almost impossible to go northbound in the evening rush hour in Meridian, without sitting and idling in traffic bottlenecks. | | 83646 | Comment form |

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| Yes | I ask this to be fast tracked. It will alleviate the desperate situation on eagle Road which is a traffic jam unlike anything in the valley during rush hour. Please move this project to the top of the list. With the rate houses are being built in this corridor it is going to get worse quickly. | | 83616 | Comment form |
| Yes | I believe the proposed State Highway 16 corridor from I-84 to SH-44 is an extremely important transportation corridor. This corridor was studied as part of the original GARVEE Transportation Program and has an approved Record of Decision. The area is continuing to experience rapid growth. Funding to proceed with preliminary engineering and to develop right-of-way plans to extend SH-16 to I-84 will enable ITD to prepare the project so additional funding, if it becomes available, could be dedicated to this corridor. | | Dick Jacobsen 83646 | Comment form |
| Yes | I believe this project will be beneficial to this area. It is needed to relieve traffic congestion. | | Diane Rush 83607 | Comment form |
| Unsure | I don't know where it is | | Rebecca A. Hancocck 83713 | Comment form |
| No | I don't see that much benefit. I would rather see Hwy 44 developed as a major thoroughfare from Boise to I-84 west of Caldwell | | 83626 | Comment form |
| Yes | I favor this action. | | 83704 | Comment form |
| No | I feel we should increase public transportation, not more and widening of highways or freeways. We do not need to encourage more traffic and have our beautiful area become Los Angeles. This area has blown up just in the 2 1/2 yrs we've lived here. We need to work on ideas for public transportation such as a link as Seattle has/is doing. | | Annette Matlock 83616 | Comment form |
| Unsure | I have not checked it out enough yet . | | 83616 | Comment form |
| Unsure | I have not heard of any reason(s) for doing this - so why spend the money? | <u>Idaho Transportation Department response:</u> The purpose of the project is to increase the transportation capacity of the Idaho state highway system within Ada and | 83703 | Comment form |

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| | | Canyon counties and to reduce north-south travel times between I-84 and destinations north of the Boise River near the Idaho 16 and Idaho 44 (State Street) intersection. The need for the project is to address regional growth, provide regional mobility and circulation, and alleviate congestion on north-south arterials. The preliminary engineering work for the proposed extension of ID-16 will prepare ITD to take quick and effective action to construct the highway when funding becomes available. By conducting the engineering today, it will save more money in the future when land and construction costs are expected to be more expensive. | | |
| Unsure | I know Hwy 16 needs to be planned for, but there are so many vital needs ahead of that project! Such as: Hwy 20-26, Hwy 44, Hwy 55, and the widening if I-84. | | 83605 | Comment form |
| Yes | I live in Homedale Estates near Star, Id. Commute to I-84 using the current residential street system is and either 44 or 20 is taking longer each day. With major growth occurring in this area of Idaho another through fare such as 16 needs to constructed to reduce future congestion. | | Cornelius Ziemann 83669 | Comment form |
| Yes | I support this effort as I believe it will help ease some of the traffic from I-84 north on surface streets. | | 83646 | Comment form |
| Yes | I think is would help and serve many people. | | 83669 | Comment form |
| No | I think other projects would be more necesary. | | 83646 | Comment form |
| Unsure | I think that folks from Emmett and other communities should have first say. Ditto my comments above about focusing on making more routes for trucks and cars, and constant increases in traffic, noise, emissions, and air quality in our corner of Idaho. | | Pie Lin-Yu 83706 | Comment form |
| Unsure | I think this extension would be beneficial, however, I am not sure what the trade-offs are if we start this. | | Scot McGavin 83703 | Comment form |

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| | Again, we should plan mass transit into our long-term planning and I am unclear how that might affect this decision. | | | |
| No | I think this is a mega project that at some point will have to be done but currently should be set aside for other priorities. The way to combat the Star/Middleton/Emmett current traffic flow issues would be to slow the massive amounts of building permits being issued that will cripple the traffic in the area even further until many improvements can be made over time. The current state of traffic in the Highway 16 area is manageable at this point but that area has many other road infrastructure issues to address and those issues along with Highway 16 and Highway 44 overcrowding all need to be addressed over time prior to allowing these mega subdivisions to be built. The latest mega subdivision (Willowbrook) of potentially 3000 homes in northern and currently unincorporated rural Star that was just proposed sounds disastrous. | | Cameron Kolos 83669 | Comment form |
| Yes | I think this is a very good idea. | | 83704 | Comment form |
| Unsure | I think this should be a lower priority than widening Chinden 20/26! That is a nightmare, slow, and frankly dangerous. That needs to be moved to a front burner. | | 83646 | Comment form |
| Yes | I use that road frequently and think it is silly to end on Chinden 20/26. It should be extended all the way to 84 ASAP. | | 83616 | Comment form |
| Yes | I would use this every time I commute to and from my job. | | 83669 | Comment form |
| Yes | If for no other reason so as to be ready when full funds are available. | | 83716 | Comment form |
| Yes | If funding becomes available. This is also a road that bicyclists frequently cross to ride into Emmett and Middleton. Creating a safe crossing for this would be wonderful. | | 83713 | Comment form |
| Yes | If only for more freeway access from the West Valley area. Ten Mile has already become overrun with traffic to the freeway access. | | 83646 | Comment form |

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| Unsure | If there is a protected bike lane - I support it. | | 83705 | Comment form |
| Unsure | If these areas are predicted to increase in growth, then this might also need to be done. | | 83642 | Comment form |
| Yes | If you live North of Chinden and East of 10 mile, the traffic back-ups during rush hour are bad. Communities in East Nampa, Middleton and Star would all benefit from highway 16 being extended South from Chinden to on/off ramps at I-84. This would also help relieve I-84 congestion through Nampa in the afternoon rush as more vehicles could use the new exit. I-84 needs another on/off ramp between 10 Mile and the next exit West. The distance is too large and creates bottle neck traffic during busy times. | | Richard Miller 83669 | Comment form |
| Yes | important connection for the valley long term | | 83702 | Comment form |
| Yes | Improving our transportation infrastructure is critical to maintaining quality of life for current residents and keeping up with the influx of new residents and development. Let's think proactively not reactively! | | Jackie Moran 83616 | Comment form |
| Yes | In favor, but so long as the design will not allow the highway to turn into the Highway 55 (Eagle Road) mess. For example, fewer intersection points to the highway -- perhaps a frontage road or connecting subdivisions 'behind' the developments instead of to the highway... something along those lines so the highway STAYS a highway :-). | | Doug Thompson 83687 | Comment form |
| No | It is astonishing how much work has already gone into this corridor for such little traffic volume and limited population this serves. These funds need to be directed towards widening US-26 from Eagle to I-84 and NOT redoing the US-26 and Highway 16 intersection yet again. This should NOT be even on the radar. No one in the region other than the small population that lives in Emmett understands why the work was put in place that already exists north of US-26 for Highway 16. It makes no sense to direct this significant portion of additional funds into such a lightly used passage. Put these funds to work where it is clearly needed. US-26 | | Travis Averett 83646 | Comment form |

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| Yes | It seems appropriate. Just be careful not to chop up contiguous valley communities into isolated islands, cut off by limited-access freeways. | | 83706 | Comment form |
| Yes | It should already connect to the I84. Long overdue. | | 83702 | Comment form |
| Yes | It should be built already, you should be ashamed of yourselves by your complete lack of planning. | | 83714 | Comment form |
| Yes | It to should be widened for safety, particularly in winter driving conditions. | | 83687 | Comment form |
| Yes | It would help the bottle neck on Eagle Rd on and off ramps. It would also free up Chinden up to Ten mile for freeway access you could hit it directly from HWY 16 that would be great. One straight shot. | | Lucie Dorothea Waterman 83669 | Comment form |
| Yes | It would take traffic away from 20/26 The Chinden corridor should be a priority from Caldwell to Eagle rd | | 83646 | Comment form |
| Yes | ITD should immediately put this on their priority list | | 83607 | Comment form |
| No | I've lived in the Valley for nearly 40 years; I looked at the map provided and still couldn't tell you where this is. Let's not add more capacity for (often single occupant) vehicles. Funding for this project should be diverted to public-transit options. | | 83702 | Comment form |
| Yes | Just makes good sense. | | 83642 | Comment form |
| Yes | Just try not to spend so much time and money on the preliminary work. It will have to happen sooner or later. | | 83642 | Comment form |
| No | Lack of funds for construction and more pressing needs for available money means preliminary studies and plans should be delayed also. If their is money for studies allocate it to the Nampa -Caldwell improvements in the Interstate | | 83686 | Comment form |
| Yes | Long overdue. Do it! | | David S. Litster 83712 | Comment form |
| Yes | Need alternate N/S routes in Treasure Valley | | 83642 | Comment form |
| Yes | Needed alternative route is long past due. | | 83706 | Comment form |
| Yes | North-south traffic in the valley really drags, with all of the stop lights / signs and congestion. People | | 83669 | Comment form ²³³ |

| 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) | Format |
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| | needing to simply pass thru to get to I-84 are seriously delayed, and those people simply wanting to get from the north side to I-84 are impacting those who wish to shop or make any other intermediate stops. | | | |
| Unsure | Not unless you put a bridge a 20/26. Get rid of the traffic-damning light there. | | 83686 | Comment form |
| Yes | Now before it gets more expensive | | Larry McGhee 83709 | Comment form |
| Yes | Once again you are falling behind the power curve of the rapid growth of the area. Meridian is one of the fastest growing communities in the country. The infrastructure needs to be keeping pace. This is a high priority project. | | 83646 | Comment form |
| Unsure | Only as long as it doesn't remove funds from the I-84 widening in Nampa/Caldwell. | | 83651 | Comment form |
| No | Only consider doing this after I 84 is finished. There are already many detours. One project should be finished at a time. | | 83642 | Comment form |
| Yes | Our infrastructure must be a priority. It's one of the top things that government should see gets done but it appears to me that we are at least five years behind. With the projected growth for Canyon County I don't know why there is a question. Do it! | | Ron Tincher 83686 | Comment form |
| Yes | Plan ahead. It helps | | Trish 83646 | Comment form |
| Yes | Please!! Would really help Meridian surface traffic | | 83616 | Comment form |
| Yes | Prelim work is fine as this corridor will improve connectivity for fast growing Meridian but please don't lose sight of other state highways that need expanded such as SH20-26 from Caldwell to Eagle road. The timeline for this project needs to be moved up ASAP. If there is extra money, let's get this done first! If you focus on expanding state highways in the Treasure Valley it will (IMHO) alleviate the burden on secondary roads saving taxpayer money by eliminating unneeded widening of section line roads and saving older established neighborhoods. | | 83616 | Comment form |

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| Yes | Relieve pressure on Eagle; encourage growth in tracts of ground not yet developed for reasons of access to efficient transportation options | | 83616 | Comment form |
| No | Same as #1: I believe this is an okay project, but I would much rather see the money being spent to develop a better transportation system overall through public transportation projects. It seems that building these kinds of roads is more of a bandaid approach for a current system that isn't working that well now and does not seem at all sustainable in the future of the treasure valley. | | Crissy Kojima 83714 | Comment form |
| No | Same reason as question #1. Let the people who live along that route keep their land and live in peace. It's why they chose this area to live and raise their family. | | 83646 | Comment form |
| No | See above comment | | Ralph Mellin 83709 | Comment form |
| Yes | see below | | 83642 | Comment form |
| No | See comment above. In addition, if we ever want public transit to happen we can't continue to just widen our roads. When traffic and air quality get so bad that people actually see the need for change they will support mass transit options. I don't believe in widening roads to solve the problem. | | 83706 | Comment form |
| Yes | Seems natural/logical that SH16 should feed to/from I84 and provide convenient/efficient access for Meridian, Eagle and further North residents to I84 | | 83616 | Comment form |
| Yes | Should go a long way to alleviating traffic on State St and Chinden Rds. | | 83646 | Comment form |
| Yes | Should have been completed with the initial project. | | 83644 | Comment form |
| No | Since ITD cannot afford to maintain its existing system, what ability does ITD have to afford additional lane miles? This is akin to adding an addition to my home while claiming I don't have the money to fix the leaky roof on the existing part of my house. Additionally, I cannot support expansion of a highway system when there are many other basic access, mobility and economic | <i>Idaho Transportation Department response:</i> Determining which road projects the Idaho Transportation Department will pursue is accomplished through evaluating the return on investment. This responsibility falls to the Idaho Transportation Board, appointed by the Governor. | 83716 | Comment form |

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| | development needs along other state-maintained highways in the Treasure Valley. | <p>According to a Governor’s Task Force, the state of Idaho is not meeting the funding requirements to fully execute these responsibilities. There is an annual shortfall of \$417 million.</p> <p>Given this funding shortfall, the Transportation Board must choose when money is allocated to add on to the existing system and when it is allocating to maintaining and preserving existing assets. The majority of ITD’s funding goes towards maintenance.</p> <p>The need to increase funding while balancing maintenance with capacity and safety needs has been recognized in the Idaho Legislature. In 2015, it increased road user fees on gasoline and vehicle registration. In 2017, the Legislature passed new funding sources dedicated for mitigating congestion. It also allowed ITD to bond up to \$300 million through the Grant Anticipation Revenue Vehicle (GARVEE) to advance projects.</p> <p>The Idaho Transportation Department’s mission is “Your Safety, Your Mobility, Your Economic Opportunity.” Achieving all three goals requires cost-effective maintenance and construction throughout the state of Idaho. If all funding went to maintenance, the safety and mobility of the growing Idaho population, currently one of the fastest growing states in the nation, could be at risk.</p> <p>ITD continues to look for innovative solutions that improve efficiency and delivery of its mission to best serve the people of Idaho.</p> | | |

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| Yes | Strongly encourage a design with 3 lanes each way, minimum. | | 83705 | Comment form |
| Yes | Take traffic lights off Eagle road while you're at it. We need North/South routes. | | 83709 | Comment form |
| Yes | the area between star and nampa is a dead zone, that area is growing fast and it WILL out grow its roads before you get a chance to extend/widen them | | 83607 | Comment form |
| Yes | The longer you wait the more it will cost in both land and construction. We believe it is inevitable. | | 83669 | Comment form |
| No | The north-south inter-region transportation needs should be met by more alternatives. I do not want to lose the limited open space in the area to more development, which would seem to lead toward greater use and more traffic and transportation problems. Use this as an opportunity to expand public transit. | | Craig Morton 83642 | Comment form |
| Yes | The population is and will grow in Star/eagle area and we are all worried about the already congested traffic in This whole area! | | Karen Russell 83669 | Comment form |
| Yes | The rapid growth of the communities north of I-84 and west of Ten Mile need long term access. Ten Mile road through Meridian is becoming increasingly congested with traffic trying to get from I-84 to Hwy 26. This corridor needs to be a highway with ramps, not another attempted Eagle road. | | 83669 | Comment form |
| Yes | The traffic between Emmett, Star and I-84 is getting worse by the day! Extending HWY 16 would help. Also restricting the number of new developments is essential. | | 82669 | Comment form |
| Yes | The valley has pretty good east-west routes, but north-south routes are pitiful, mostly 2 lane country roads that haven't changed much in 50 years or more, especially on the west end of the valley. . | | 83669 | Comment form |
| Yes | The valley is growing at a pace where the infrastructure is far behind. If we want to be a premier place to live, work, and commute this investment must be made. | | 83616 | Comment form |
| Yes | The valley's exploding population demands that this be done. It's so obvious that an alternate route be opened from I-84 to Hwy 44. Eagle Rd is a congested joke. NO OTHER north-south road has a | | Ken Hagenlocher 83646 | Comment form |

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| | connection with both I-84 and Hwy 44. Meridian and Nampa are exploding. Anything to get traffic off of Chinden which also is a disaster. Really!? Only one lane between McDermitt and Eagle RD?? Have any of you waited for signal lights at Eagle and Chinden between 4 and 6 p.m.??? | | | |
| No | There are no land use policies in place to ensure that this will actually result in any reduction in congestion, or increase in safety. Just more sprawl. | | Brian Parker 83705 | Comment form |
| Yes | There are not nearly enough through ways from the South end of the Valley to the North End. Eagle Road cannot handle the congestion of the area. Linder Road isn't structured to handle any additional traffic S to N and 10 mile needs to be widened to help alleviate congestion again Southern to Northern ends of the valley. | | Jessica Schumacher 83669 | Comment form |
| Yes | There is no comparable N-S corridor between Eagle Rd and Where Chinden meets I84. Linder will eventually provide some relief but dead ends into Chinden. anecdotal impression is that a signification portion of Ten Mile traffic is coming from north Linder Rd and SH16 today. | | Bill Betts 83646 | Comment form |
| Yes | There is no easy commute from Star to any major working/shopping areas. With the expected growth in my area I expect travel times to increase. streamlined access to 84 via 16 extension would relieve some of this. I also believe other transit options should be considered; i/e bus routes or van pools | | Wendy Miller 83669 | Comment form |
| Yes | There is no north south corridor in the Treasure Valley, additional funding should look into linking it to North Idaho. | | Kirk Redlin 83619 | Comment form |
| Yes | There needs to be another source to get north and south from I-84 to the north end of the valley. It would help relieve some of the congestion on Eagle Rd. and give another crossing over the River to allow for better traffic flow as well. | | Michele W. 83709 | Comment form |
| Yes | This city population growth is happening too fast to put off any highway expansions. | | 83626 | Comment form |

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| Yes | This extension will be critical to effective traffic management as the population grows north and west of Eagle. | | 83616 | Comment form |
| Yes | This extension would relieve traffic at other on-ramps. | | 83641 | Comment form |
| Yes | This I feel is an important and much needed North and South traffic flow connector. As well, an excellent idea for an alternate route for when traffic flow through Horseshoe Bend and Banks when there is a traffic accident or mud/rock slide in that area. Currently, there is no other decent route as close to facilitate the traffic flow that assists our recreational and commercial needs. If we continued from Emmett through Indian Valley into Council then that would be a huge savings on air quality and fuel consumption for this state. | | Mike Harmon 83642 | Comment form |
| Yes | This is a good project that will benefit some of the smaller and hard to reach communities in our area such as Star, Middleton, and Emmett. It may help to relieve some congestion on hwy 44 and hwy 20/26 during peak times as well. I'm all for this. | | 83713 | Comment form |
| Yes | This is a much needed project already and with future development it is imperative | | William Hues 83669 | Comment form |
| Yes | This is a must have. ASAP. #1 priority. | | 83616 | Comment form |
| Yes | This is also another link to attempt to spread out the input and output from I-84, however the widening of I-84 and Highway 20/26 from Caldwell to Boise should come first. | | Brian Allen 83605 | Comment form |
| Yes | This is an absolute must! Having 1 north/south connection to the freeway is crazy with the thousands of people that are moving there | | 83616 | Comment form |
| Yes | This is an absolute must. Another connection is needed to handle the traffic growth in that area. | | 83634 | Comment form |
| Yes | This is an important project to move forward with before land use changes occur and make it difficult to secure property. It will help the valley transportation as growth continues to move west. This is an opportunity to provide a critical north/south route in the valley that doesn't have the | | 83687 | Comment form |

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| | negative effects of large numbers of commercial and residential accesses like Eagle Rd. | | | |
| Yes | This is necessary, however I'd like to see the actual cost of the engineering costs for this preliminary design work. \$6M sounds a little ridiculous for preliminary work and sounds like someone is padding a relative's pockets. | | 83669 | Comment form |
| No | This is not critical at this time. | | 83703 | Comment form |
| Yes | This is or should be moved up on the list of priorities. Meridian is now one of the fastest growing cities in the US with much of that growth in the western end of the valley. The growth is reflected in the increased traffic which now far exceeds the capacity of hwy 20/26. This a significant safety and quality of life issue. There needs to be effective means of dispersing some of this traffic. Ease of emergency vehicle response is a big concern. | | 83646 | Comment form |
| Yes | This is the critical road expansion of our time. The burden on Eagle Rd is just awful. It is a truly appalling piece of road traffic at almost all times of the day. This is a MUST for the future of the greater Boise area. | | 83616 | Comment form |
| Yes | This is the highest priority of the available options under consideration in my opinion. A State highway artery from Star/West Meridian/Eagle is essential to keep up with the rapid growth in these areas. Ten Mile has experienced tremendous growth in traffic over the last 3 years and will continue to do so with additional resident homes planned/approved for building in the West Meridian/Star/Eagle areas. | | 83646 | Comment form |
| Yes | This may relieve heavier traffic on other roads between I-84 and State street. | | 83646-1034 | Comment form |
| Yes | This may relieve some congestion. | | 83705 | Comment form |
| Yes | This needs a higher priority with Meridian, Star, Emmett, Eagle and East Nampa exploding in growth. In order to get right of ways, eminent domains, access on side roads next to the expressway that does not have direct on expressway access and | | Tamara Sullivan-Watson 83669 | Comment form |

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| | other setbacks ready for the buildout. This should be built no later than 2025 if Trump's infrastructure plans happen and allow for the funding. Idaho needs to be proactive in its plan. I hope to see this with overpasses at each major crossroad mile and a freeway type driving straight thru from I-84 with no lights or stops except on the overpasses. Star is doubling its population in 2 to 3 years...and most small cities in the NW Ada are going to see the same growth along with Emmett and Middleton. This is going to be a huge transportation gem. It is imperative to keep businesses from forming next to this expecting on off capability to the hwy 16 expressway and creating another Eagle road type of mess. I hope you plan for access to the businesses off the overpasses on each mile. | | | |
| Yes | This needs to be a major north-south thorough-fare and needs to be completed, not just studied, as soon as possible. We need to take pressure off Eagle Rd. In extending Hwy 16, do not make same mistakes as Eagle Rd. This should be a through highway with access roads/exits off of this roadway instead of frequent traffic signals on a 55mph road. | | G. Clovis 83704 | Comment form |
| Yes | This needs to be completed as North South access is a growing need. | | Douglas Mackie 83646 | Comment form |
| Unsure | This probably is a good idea, but I fear doing this just adds to the strain on 1-84 even if it is expanded. | | 83642 | Comment form |
| Yes | This project also needs to be done as soon as possible. I'm surprised this is only ranked #14. I'd argue it's a top 5 project. | | 83616 | Comment form |
| Yes | This project should be a priority to help relieve the traffic on Ten Mile. The Ten Mile Rd. corridor is extremely busy and I'd assume a nightmare for residents in this corridor. Hwy 16 extension would benefit all that are headed to or from I-84 directly from points N/O Hwy 20/26. Thank you | | 83669 | Comment form |
| Yes | this project should be elevated to priority # 1! it should have been completed prior to ten mile project | | Pete Gerstenberger 83669 | Comment form |

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| Yes | This project would help smooth traffic out and improve the amount of traffic I see on highway 20/26. | | 83642 | Comment form |
| Yes | This should be a higher priority, this area of the Valley is growing much faster now and soon Star will have too many people and traffic is already slowing down tremendously. | | 83669 | Comment form |
| Yes | This should be done in conjunction with the widening of 20/26 from Eagle Road to Caldwell. | | 83646 | Comment form |
| Yes | This should be given high priority as I believe it would help relieve some of the severe traffic congestion on Chinden Blvd. during high traffic times. | | 83616 | Comment form |
| Yes | This should have been done during the last extension. You people are 20 years behind in infrastructure and getting further behind by the day. Wake up! | | 83616 | Comment form |
| Yes | This should have been funded and expanded 20 years ago. ACHD has no vision for the future. | | 83713 | Comment form |
| Yes | This will help the City of Star and Emmett grow, also will relieve traffic on Eagle Rd for those people in NW Meridian, Eagle and Star seeking to get on the freeway | | Natalie Filbert 83714 | Comment form |
| Yes | This would be a vital addition to alleviate traffic in Eagle, Star and Meridian. | | 83616 | Comment form |
| Yes | This would definitely take some of the burden off 20 26. | | Judy K. John 83605 | Comment form |
| Yes | This would establish a cross valley alternative to SH55 which is overloaded in the Eagle Road area. | | 83686 | Comment form |
| Yes | This would help with the mass amount of cars now on ten mile. | | 83642 | Comment form |
| Yes | This would make a more direct and non residential connection highway from Chinden to I-84. This also expands the connection between Emmett and I-84 so there would be less residential connection roads (i.e., Ten Mile) use south of Chinden. | | Steve C. Weston 83616 | Comment form |
| Yes | To relieve stress on State St and easier access to the north from Meridian and Nampa. | | 83642 | Comment form |
| No | Too expensive and disruptive. Money could be used to improve existing N-S transportation along Eagle Rd, Cloverdale Rd. 5 Mile Rd., Locust Grove Rd., etc. | | 83702 | Comment form |

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| Yes | traffic flow north-south is awkward at best and congests multiple side road options with unplanned traffic. This would funnel traffic on a designed roadway instead of the multiple side roads. | | 83702 | Comment form |
| Unsure | Unsure. A mass transit system should be designed first and this roadway second, so that you are designing into the future and not for the next couple of years. | | 83712 | Comment form |
| No | Use that money for improvements on Karcher Road in Caldwell and Nampa, Eagle Road in Meridian, and Meridian Road in Kuna and Meridian to provide relief for current motorists and for the many new motorists that will come with all of the residential subdivisions that have been approved. These roads need help now! Much less development is occurring in Emmett, Star or Eagle so the SH-16 engineering can wait. | | 83642 | Comment form |
| No | Use that money for improvements on Karcher Road in Caldwell and Nampa, Eagle Road in Meridian, and Meridian Road in Kuna and Meridian to provide relief for current motorists and for the many new motorists that will come with all of the residential subdivisions that have been approved. These roads need help now! Much less development is occurring in Emmett, Star or Eagle so the SH-16 engineering can wait. | | 83642 | Comment form |
| Yes | Very much needed | | 83686 | Comment form |
| No | Wait till freeway expanded to Caldwell. | | 83607 | Comment form |
| Yes | Way past due | | 83686 | Comment form |
| No | Way to far down the list to start on this very specific corridor. If this served as a bypass route then maybe but just to get to Emmett faster - This makes no sense looking at the entire region. A bypass south of Caldwell Nampa and Boise makes more sense! | | 83686 | Comment form |
| No | We don't need or want another Eagle Road | | 83605 | 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) | Format |
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| Yes | We live just off of Eagle Road in Eagle. That north south route is truly a disaster and will only get worse. Extending SH 16 to I 84 would help mitigate the awful mess that is Eagle Road. | | Janet Buschert 83616 | Comment form |
| Yes | We moved here in 2014, before highway 16 was completed, and I thought it was strange that only this section of the highway was constructed. I feel that 16 should have been extend out to I-84 as part of the original project, this could have alleviated the traffic snarls on 20/26, Ten Mile, and even Eagle Road. | | 83646 | Comment form |
| Yes | We need better connectivity of transportation corridors in this valley. | | Paul L. Alldredge 83605 | Comment form |
| Yes | We need to be more forward thinking in our planning. Eagle road is a great (bad) example. IMHO we are short sighted in our design. We need to be thinking an planning for more through roads with feeders and exits. Highway 16 (and 55) should both have a better road system to get people through town. | | 83642 | Comment form |
| Yes | We need to get ahead of the growth and be progressive , will be cheaper to get right of way now !! Why put it off!!! | | Grant Petersen Jr. 83702 | Comment form |
| No | We need to take care of what we have and not spend money on new roads | | Pery R. Plischke 83672 | Comment form |
| Yes | While not as critical, I think that does need to be done. | | 83686 | Comment form |
| No | While this State Highway 16 connection to Interstate 84 is a worthy endeavor for the long term benefit of Treasure Valley, there are far more pressing needs on the existing highway infrastructure. It is ill advised to spend hundreds of millions on design and construction for a brand new highway when the existing network of highways has so very many shortcomings. The needs to address safety issues as well as mobility and economic impediments on State Highways 44 and 55 as well as US Highway 20/26 are not future challenges, but real problems today that need prompt solutions. I can't say | | Dave Jones 83713 | 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) | Format |
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| | strongly enough how much of a bad idea this is, and hope that the ITD Board will not play politics and stay focused on the real needs of todays network. | | | |
| No | Who will pay for this expense? I would prefer to utilize this cost for public transport. | Preliminary engineering to extend State Highway 16 to Interstate 84 would be paid for using state transportation funds. These funds are specific to roadways and cannot be used for public transportation. | 83705 | Comment form |
| Yes | Wholeheartedly!!! If Hwy 16 were improved it would drastically reduce the overload on Eagle Rd. The current traffic flow on Eagle Rd includes several sections that are 3 lanes wide narrowing to 2 lanes ... many aggressive drivers use this area to cut others off - forcing their way in at the terminus of the 3rd lane just to leapfrog over others. | | Curt & Gayle Johanson 83713 | Comment form |
| Yes | Why does ITD take so long to do anything? I've already read the previous study, its complete. Figure out what needs to be bought, fixed, mitigated, and build the damn thing! There should be no government agency that "studies" anything for 10 years, ridiculous! Make a decision and get moving! THEIR lack of progress is causing bad decisions like Brighton trying to shove this stupid Costco in our residential neighborhood! | | 83646 | Comment form |
| Unsure | Why is this project a priority when there are other expansion/widening projects that serve more citizens at a much lower cost. | | 83709 | Comment form |
| Yes | why on earth wasn't this done originally? | | 83686 | Comment form |
| Yes | Why, when the extension was built, was it not done in the first place? | | Melinda Lee Norris 83642 | Comment form |
| Yes | Will help traffic on arterial roads | | 83642 | Comment form |
| Yes | Will take traffic off Eagle rd which is a traffic jam many times during the day. | | 83616 | Comment form |
| Unsure | With housing growth North, yes, with potential for having to buy out housing in 'the path'... | | 83669 | Comment form |
| Yes | With west Eagle and Star building up, Chinden and Eagle Road will soon be (more) overloaded. This corridor needs to be designed and built. | | 83616 | Comment form |

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| Yes | Without connecting Hwy 16 to I-84 it is a useless roadway. Hwy 16 currently dumps on to a severely congested 20/26, which exasperates the problems on 20/26, which desperately needs to be widened. Also the current design of Hwy 16 causes a lot more traffic on 10 mile Rd. which wasn't designed to handle pass through traffic that would use Hwy 16 to access the northwest cities along the river such as Star, Middleton and Emmett. It would also alleviate some of the traffic on Eagle Rd. and Chinden. | | Tracy Hopkins 83642 | Comment form |
| Yes | Would definitely relieved a tremendous amount of traffic off of State Street and Chinden. | | 83669 | Comment form |
| No | Would lead to development in new areas rather than in already developed areas | | 83712 | Comment form |
| Yes | YES | | 83646 | Comment form |
| Yes | Yes But the remaining GARVEE monies should go toward engineering, right of way, and possibly some construction on Hwy 16. This project should be priority #!. | | Mac McOmber 83616 | Comment form |
| Yes | Yes - Eagle Rd is such a mess, need another connection and with growth of 10 mile interchange we need to start now to ensure we don't have issues moving forward. | | 83706 | Comment form |
| Unsure | Yes - Not a user of 16 | | 83605 | Comment form |
| Yes | Yes .. definitely support this due to growth and necessity for alternative routes to I-84 in West Ada and outlying areas to the North and West. | | 83616 | Comment form |
| Yes | Yes this should happen also. Extending this highway to the freeway may help alleviate some of the north/south arterial congestion we keep enduring every time we leave Canyon County. | | Peter Nielsen 83605 | Comment form |
| Yes | Yes this too should be a priority as it would help to alleviate traffic on busy north-south roads such as Eagle Rd, Meridian Rd, Ten Mile, and Idaho Center Blvd. It would probably be most practical to use an existing overpass such as Robinson Rd or Black Cat Rd for the I-84 / Hwy 16 junction. | | Kyle McAllister 83605 | Comment form |
| Yes | Yes! Yes! Yes! This would save time for all of us in this area! There are so many roads that don't go | | 83644 | Comment form |

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| | straight through from the foothills to the freeway (84). We need this desperately especially now with thousands moving in this area in Star and Middleton and Meridian. | | | |
| Yes | Yes! perhaps this may take some load off Chindon and State Street East and West. | | 83646 | Comment form |
| Yes | YES, and acquire right-of-way ASAP. | | 83714 | Comment form |
| Yes | Yes, again dispersing the traffic load to a larger geographical area. | | Don Hus 83714 | Comment form |
| Yes | Yes, good idea, but widen the freeway first. | | Jason LaBarbera 83687 | Comment form |
| Unsure | Yes, it would help North - South traffic but only after I84 Garrity to Caldwell is ready for more traffic | | Tom K. Brown 83709 | Comment form |
| Yes | yes, some work for Hwy 16 plans should be considered before the I-84 work is completed. The future Hwy 16 area is a high growth are and ROW plans need to be considered soon. | | 83616 | Comment form |
| Yes | Yes, we desperately need a north/south freeway! | | 83714 | Comment form |
| Yes | Yes, we must plan ahead for traffic flow and future growth that is coming. | | 83669 | Comment form |
| Yes | Yes, yes, yes! Right now traffic either exits the Hwy 16 onto State St or Chinden neither which is equipped to handle the traffic as they both only have one lane of traffic in each direction. Connecting it will make a lot of sense, especially because there is a ton of growth occurring and will occur between Linder and Black Cat and in Star and we need a better north south connection. | | 83669 | Comment form |
| Yes | Yes, yes, yes! This would relieve a lot of traffic on Chinden Blvd west of ID 16, which uses Chinden to get to I-84 to the west. I live in Eagle and have relatives in Caldwell and travel to Caldwell quite frequently. Chinden is often a congested mess at certain times of the day. | | 83641 | Comment form |
| Yes | Yes. This corridor needs to be completed to ease access and congestion on surface streets for those traveling to Gem and northern Ada county from I-84. | | Kent Rasmussen 83714 | Comment form |

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| Yes | Yes. The Treasure Valley NEEDS MORE FREEWAYS. I am so excited please please please | | Student, University of Idaho 83646 | Comment form |
| Yes | Yes. When SH16 was extended to Chinden, it had the effect of diverting I-84 bound traffic down Ten Mile Road, greatly increasing traffic volume and speed. There is now a steady stream of traffic speeding through neighborhoods and school zones, with many vehicles traveling more than 20 mph over the speed limits. | | 83642 | Comment form |
| Unsure | I believe highway 16 needs to be widened to 2 lanes each way from Emmett to State Street before considering an extension to I-84. Highway 16 is already very heavy with traffic and if the extension is done prior to widening highway 16, it will only make highway 16 more dangerous to drive as drivers try to get ahead of other vehicles in the few and very short double lanes that exist now. | | 83617 | Comment form |
| No | Keep us rural/country | | 83646 | Comment form |
| Unsure | High capacity transit is planned along the UPRR corridor (or an alternative including I-84 or Franklin) AND along the SH-44/State Street corridor. Both of these bi-sect SH-16. ITD should integrate design features necessary to make it possible to plan and implement these transit corridors when they are funded. SH-16 design should be very careful not to create infrastructure that will have to be significantly altered thereby adding greater costs to implement the high capacity transit system contemplated in CIM. | | 83712 | Comment form |
| Yes | Plans need to include the current need to widen 44, and US 20/26. These roads need to be transformed into major highways (like US 20 is from Idaho Falls to Rexburg) and include an interchange with SH16, not just adding more stop lights. and intersections. | | Rich Guggenheim 83605 | Comment form |
| Yes | This needs to be priority! | | Joan Russell 83669 | Comment form |
| Unsure | Do not drive this roadway very much. Would assume that traffic volume is similarly heavy as I-84 | | 83656 | Comment form |

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| | between Nampa and Caldwell. If so, it would probably be a good idea to start that preliminary work. | | | |
| Yes | Would encourage an on/off ramp to I-84. | | Wendy Burrows-Severy City of Wilder 83607 | Comment form |
| Yes | This is no longer a question, it should be done. | | 83642 | Comment form |
| No | Why expand road capacity when we don't come close to paying for what we have already built. Taxpayers continue to foot the bill for bigger, wider roads. Put this money toward public transportation. People will use it - guaranteed. | | 83702 | Comment form |
| Yes | as I commute from Emmett, Ten Mile road is the best way to get to the freeway. It is much more crowded now than just a year ago. With more development in the near future, it will become as bad or worse than Eagle Rd. is now. | | 83617 | Comment form |
| Yes | This project should be number 1. It is shovel ready - meaning environmental and EPA regulations are in place and could be lost if not acted on. For commerce it connects GEM County, ADA County and Canyon County. It would relieve traffic on Hwy 44, Eagle and other side street going to downtown. http://centralvalleyexpressway.com/?page_id=73 | | Gary Smith Central valley Expressway Coalition 83669 | Comment form |
| Unsure | So many other projects ahead of this one... | | 83605 | Comment form |
| No | No, this is the dumbest of the ideas put forth in this survey. \$400 million dollars? Come on! There has got to be a better use of our public dollars than building yet another wide road that only contemplates single occupancy vehicles. What the valley desperately needs is forward thinking leadership that can see that the place where investments should be made is in transit. | | 83702 | Comment form |
| Yes | This is a highly important transportation corridor that should be prioritized closer to the top of the list [currently #14?]. | | William Ditz Mountain West Group, LLC 83616 | Comment form |

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| Yes | Move to #1 on priority list of projects | | 83616 | Comment form |
| Yes | This will help with traffic form on State Street | | Ed Garlock 83705 | Comment form |
| Yes | As an Emmett resident, I know how important this extension would be for economic development in our community. Even though it will take time to get thre, it's now time to begin the necessary preliminary work. | | 83617 | Comment form |
| Yes | With the West Ada School District plans to build a new HS at McDermott + Ustick by 2020 it's only a matter of time before the subdivisions arrive. These country roads are not designed to manage the traffic. By putting in the roads first will improve the quality of life for the placement of the subs & save the county/state money by acquiring raw land instead of land already developed. | | 83646 | Comment form |
| | It is absolutely critical that Hwy 16 be extended to meet I-84 to relieve pressure on Eagle Rd, especially since the population in the area is not going to decrease. | | | Email |
| | Abstain. | | Dave Jones, PE, Director, Canyon Highway District No. 4 | Email |
| | Highway 16 extension from Chinden- Hwy 20 to Interstate 84 will be much needed soon. Change the plan and get this project underway ASAP. | | | Email |
| | Yes, I think ITD should begin preliminary engineering work to extend State Highway 16 to I-84. Concurrently, identify funding for implementation of this project. | | | Email |
| | I was told by either ITD or ACHD that your studies show that if 16 moves forward quickly it will actually cause more congestion on the freeway as of now if the other projects aren't completed first. | | | Email |
| | I also agree that State Highway 16 should connect to I-84, as there is not a direct route or easy access | | | Email |

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| | for motorists to travel from Hwy 16 to Boise or Nampa. | | | |
| | I'd like to express my strong support for the preliminary engineering study to proceed on the connection of State Road 16 to I-84. ASAP. | | | Email |
| | I am in complete support of extending Highway 16 from Chinden (Hwy 20-26) south to the I-84 Freeway. It is long overdue. | | | Email |
| | I personally believe the extension of Highway 26 to I- 84 would help relieve the congested traffic on several north/south streets in Garden City, Eagle and Boise, such as Eagle Road, Glenwood/Cole, Curtis and the very few others that cross the river. Thinking of the potential future growth in the valley, it will very soon be a necessity. Let's at least get the funding started now. Thank you for giving me a chance to express my opinion. | | | Email |
| | In our opinion , with the growth we have seen in Canyon County in the last 10 years, it would greatly improve the traffic situation if we widened the I-84 between Caldwell and Nampa and extended the Hwy 16 to I-84. We here at the Senior Center in Parma also believe public transit in Nampa would benefit all people in the years to come. | | | Email |
| | Yes, any highway system that will offer commuters and other travelers to join up with I-84 while alleviating or lessening traffic flow east or west bound will be beneficial. It would take some pressure from the morning and evening commute. | | | Email |
| | All of the projects mentioned must be funded and volpleted at the earliest possible date. These are life saving and life improving measures. Do not delay. | | | Email |
| | Absolutely these two projects are needed & wanted. | | | Email |
| | However, the Nampa Regional Transit development should not go forward. It is not need or wanted. | | | Email |
| | YES | | | Email |
| | I submit these comments from the perspective of a retired Professional Engineer in Civil Engineering. I moved to Idaho after retirement several years ago. I lived and worked for over 40 years in a major metropolitan area in Texas. From that experience I | | | Email |

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| | saw what worked, and things that could have been done better. I am favorably impressed by the planning ahead and community input that currently occurs in the Boise metro area. YES, and acquire right-of-way ASAP before it becomes developed. See comments above for I-84 | | | |
| | Yes finish Highway 16 through to I-84. We are already in need of connecting the two given the increase in traffic. With all the new housing construction in the entire area going on and projected to continue for years to come the project needs to be funded starting this year not years down the road. | | | Email |
| | The State Highway 16 project is an impressive segment of roadway as constructed to date. It certainly has the potential to invite commerce and development. We believe, however, that the greatest positive impact to the State will result from addressing condition and capacity needs on I-84 and would suggest that Highway 16 should come about in a priority order after that project. | | Brent Orton, City of Caldwell 83605 | Email |
| Unsure | I don't go up Hwy 16 very often. So I don't know for sure what this would do and the route from Hwy 16 to I-84. It might be very helpful, but that is why I put Unsure. Not because of financial, I would just need to get more educated about that route. | | 83704 | Comment form |
| No | this proposed road is complete boondoggle to nowhere and should not be moved up on the unfunded list of priorities. If the State of Idaho has \$6m they should spend it on higher priorities. | | 83702 | Comment form |
| No | You wasted 111 million on the first 2 mile stretch where you gave junk estimates on the daily use to justify this project over widening I84. You estimated 22000 cars but it only gets 12000 cars. This cost tens of thousands of dollars to Canyon County residents in damaged vehicles. You also have projects on the midland interchange that could use the money. You stated when money came available you would do these projects. Phase 3 fixes the East bound offramp and the flying right turn. I have personally seen | | Craig Allison 83607 | Comment form |

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| | cars cutting people off and stop trying to get to the far left lanes to turn left. Do you want the photos? So what is the problem with you all spending that 6 million on the third south bound lane across the midland interchange. It is on I84 so it would qualify for this project. Spending this 6 million on the midland interchange would have a immediate effect on the traffic. However, you are going to play politics and waste this 6 million on something that you will not have any funds for twenty years. But, we all know this is a forgone conclusion since your priority has always been the great state of Ada. | | | |
| Yes | Yes, ITD should begin the preliminary engineering work to extend SH-16 to I-84. Our region is sorely in need of additional North/South corridors which will work to alleviate the heavy burden placed on the limited routes we currently have. With the expected future growth to the west, extending SH-16 allows ITD and other agencies to get in front of the development instead of playing catch up at a later date (as they have had to do in other areas of the Valley). | | 83616 | Comment form |
| Yes | We can see the growth hitting the Treasure Valley again. Time to make some improvements... | | 83705 | Comment form |
| | Absolutely not! What are you thinking dumping more cars on I84 between Garrity and Ten Mile, a disaster! Take care of the roadways we have. | | | Letter |
| Yes | | | Julianne Shaw, Idaho Department of Lands 83709 | Comment form |
| Yes | | | Mark Pemble, Caldwell Young Professionals 83605 | Comment form |
| Yes | | | Randy Bunn 83607 | Comment form |

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|---|---|-----------------------|---|---------------|
| Yes | | | Theresa Sommer Hughes 83646 | Comment form |
| No | | | Jeff Tonkin 83646 | Comment form |
| Unsure | | | Steve Scarone 83686 | Comment form |
| Yes | | | Stacy Stoffel 83607 | Comment form |
| Yes | | | 83646 | Comment form |
| Yes | | | George & Leigh Brecht 83616 | Comment form |
| Unsure | | | 83607 | Comment form |
| Yes | | | 83616 | Comment form |
| Yes | | | Gene and Cindy Foster 83676 | Comment form |
| Yes | | | Paul Webster 83607 | Comment form |
| Yes | | | Helen Neher 83642 | Comment form |
| Yes | | | Jacqie Page-Morton 83605 | Comment form |
| Yes | | | Ronald Pridmore 83713 | Comment form |
| Yes | | | David Calley 83642 | Comment form |
| Yes | | | Jordan Winspear 83702 | Comment form |

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| Should Valley Regional Transit begin design work on a TOD in Nampa? | | | | |
| Unsure | I don't know anything about Nampa and the Transit design. | | 83704 | Comment form |
| Unsure | Most likely a good idea. | | 83705 | Comment form |
| Yes | A light rail from NAPA to the airport and downtown would be a boom! Do it now before too much development makes it too costly. | | 82669 | Comment form |
| No | A regional transit route would need to first be developed to address the congestion between Boise and Nampa. Additional transit will only add to existing road traffic. I rail line or dedicated carpool/transit lanes would need to be established first/ | | 83716 | Comment form |
| Yes | A terminal to terminal bus would have some value to commuters and others needing to get between the cities. A commuter train on the Union Pacific tracks would be great. No light rail except a downtown loop and/or airport loop. As former user of light rail, nobody ride it if the car traffic is moving faster, or it has to wait for cross car traffic before it can proceed. (a bridge is required at all intersections) | | Don Hus 83714 | Comment form |
| Yes | absolutely! | | 83705 | Comment form |
| Unsure | AFTER Chinden is address. | | 83616 | Comment form |
| Yes | Again much needed as freeway becomes PACKED during peak hours. | | 83686 | Comment form |
| Yes | Also consider mass transit from Nampa and Caldwell into Boise | | 83714 | Comment form |
| Yes | Alternatives to car commuting is needed in this region due to the quick population growth in the area. | | David Oster 83702 | Comment form |
| Yes | Although public transit is rarely 'profitable' (from operating costs, capitals investment to 'income' from fares) it is essential to many in the community who are not able to travel otherwise. May also get a few percent of folk out of their cars (travel times and | | 83669 | Comment form |

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| | 'family' factors are major limitations there), still this is a good expenditure of public funds | | | |
| Yes | And a similar effort should be made in Meridian. The fact that there is not a way to get on a bus easily from Ten Mile and Cherry Lane is ludicrous. | | Craig Morton 83642 | Comment form |
| Yes | Anything to alleviate traffic is a good thing. | | Lucie Dorothea Waterman 83669 | Comment form |
| Yes | As a solution to continued increased traffic on our roadways, again we need to invest in our future. We do need mass transit options that are easy to develop, and easy to use. | | Howard Surber 83651 | Comment form |
| Yes | As far as I am concerned, they also need to work on providing cost effective transportation such as paratransit and bus services to the senior and disabled populations from outlying areas such as Star, Nampa, Middleton and Caldwell. There is no excuse for ignoring the needs of these communities...ESPECIALLY WHEN MY TAX DOLLARS ARE BEING USED INAPPROPRIATELY and I am a senior citizen who needs services like these. | | 83669 | Comment form |
| Yes | As long as the 'station' is placed in an area that will help depressed area's of Nampa, be VERY well lit and safety concerns addressed. Bike lanes need to be carefully considered. They are so desired but do cause traffic concerns in some places in Boise. I don't want to see that happen here. | | 83687 | Comment form |
| No | Boise is a higher priority | | 83704 | Comment form |
| Unsure | Boise needs to be improved & expanded first. | | Curt & Gayle Johanson 83713 | Comment form |
| Yes | BUT, the City and local developers/landowners should also participate as well. | | Dave Jones 83713 | Comment form |
| Unsure | But... if you build it, people will learn to use it. | | 83616 | Comment form |
| No | Canyon County residents need to pay and participate in emissions controls before providing them with transit. Get transit to north Meridian, Eagle, and Star - those are the residents who will pay for it. | | 83646 | Comment form |

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| Yes | Dear lord, yes. This should be the highest priority. | | 83702 | Comment form |
| Yes | Definitely this needs to be done. A regional transit system is critical for those living in the valley. It would also help reduce air pollution. | | 83706 | Comment form |
| Yes | Funding should be secured for this. There is a need to strongly promote ride sharing and public transportation use to help reduce the number of vehicles traveling back and forth from Canyon to Ada counties. | | Melinda Lee Norris 83642 | Comment form |
| No | Gas automobiles and roads are obsolete. Mass transportation is what is required in the valley. | | 83713 | Comment form |
| Yes | Good--give people alternatives to driving. | | 83706 | Comment form |
| Yes | Having transit options for Nampa commuters could help ease (somewhat) traffic on the main arteries. | | 83702 | Comment form |
| Unsure | Honestly, this sounds cool, but the first two are far more important | | Student, University of Idaho 83646 | Comment form |
| No | How about a light rail system from Nampa to Meridian to Boise? | A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes. | 83646 | Comment form |
| Yes | I agree with all your proposals. I do have a funding suggestion. Make contractors pay for widening any roadway or roadways that will be impacted by their development including stop lights or signs. | | 83642 | Comment form |
| Unsure | I am afraid I am not as versed in this question, but I generally favor providing more robust transit options to residents and visitors. | | Janet Buschert 83616 | Comment form |
| Yes | I am in favor of anything involving public transit. Quality cheap transportation helps mobilize the public and simultaneously relieves traffic congestion. | | Peter Nielsen 83605 | Comment form |

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| | I used public transit in Spokane, WA for 4 years straight, and I'm all for it. | | | |
| Unsure | I am uncertain regarding this as it has been discussed over the years and seems to have minimal support. | | 83704 | Comment form |
| No | I believe they are already using the facility where Happy Day Ford used to be...? Great location already, and a great re-use of existing infrastructure. I say this money would be best used elsewhere (for example a traffic signal at 20-26 and Franklin in Nampa). | The site criteria for the Nampa TOD is specific to the current stakeholders and meets all of their needs. | Doug Thompson 83687 | Comment form |
| Unsure | I don't go to Nampa much and am unfamiliar with the issue. | | 83713 | Comment form |
| Unsure | I don't know enough to comment intelligently. | | 83669 | Comment form |
| No | I don't live in Nampa but I don't believe we are ready for mass transit. | | 83704 | Comment form |
| Unsure | I don't live in Nampa. | | 83646 | Comment form |
| Unsure | I don't live there so I don't have an opinion about that. | | 83646 | Comment form |
| No | I don't think this community is ready for mass transit. Similar mistakes have been made in other communities like the Portland area. Let's use our dollars to fix our current infrastructure. | | G. Clovis 83704 | Comment form |
| Unsure | I have no input. | | 83605 | Comment form |
| Yes | I live in Nampa and work in Boise. This would be a good plan to propose. | | Steve Scarone 83686 | Comment form |
| Yes | I say yes, but unsure of scope of this and where we are at. | | 83706 | Comment form |
| Yes | I support alternative transportation options for the residents in Nampa etc.. | | 83706 | Comment form |
| Unsure | I think it should be investigated to determine the best option and what the utilization would actually be. People in Idaho like their freedom, which means driving themselves around and so I fear it would be a waste of money. | | 83642 | Comment form |
| Unsure | I think this is a good idea, but not as much of a priority as is funding the improvement/widening of existing roads and the development of new road | | Kyle McAllister 83605 | 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) | Format |
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| | links that are desperately needed. The fact is that in the Treasure Valley way more people drive than use public transport, so any available funding needs to be allocated on our roads and highways right now. | | | |
| Unsure | I'd rather seen \$\$\$ be put into expanding Chindon through Meridian to Eagle | | 83646 | Comment form |
| Yes | Idaho needs to improve public transit across the whole state. Having a central hub in Nampa is progress towards that. I do think there needs to be a more frequent public transit system that will regularly take people to and from canyon county to ada county more than two times a day. | | 83607 | Comment form |
| Yes | If done right it would greatly reduce traffic into Boise which equals less pollution, lower road maintenance, safer transits. Those items alone amount to a lot of savings. | | 83642 | Comment form |
| Yes | If they have the funding to do so. | | 83644 | Comment form |
| Yes | If you know this will increase bus ridership. Will this also help to increase routes? | VRT is working with various stakeholders on the Nampa TOD project. This project will not increase route frequency, but the TOD will be on an existing route. Based upon the partners, ridership could increase. | 83702 | Comment form |
| | I'm generally not an advocate for public transit. I know there are some people who have no other reasonable choice, but I have yet to see a bus in this area that has more than a handful of riders. | | 83714 | Comment form |
| Yes | I'm not sure what "transit-oriented development" means, but Nampa needs better VRT service. Also think study of light rail system for the Boise-Namp-Caldwell corridor should begin. | | 83669 | Comment form |
| No | I'm tired of paying for empty buses driving around. You'd be better served to have a small van service like Harvest transit by a non profit. | | 83642 | Comment form |
| Unsure | Is there Transit serving Meridian & Eagle? | | 83616 | Comment form |
| Unsure | Is this related to developing a light rail line between Nampa and Boise? This light rail line should be a higher priority than this development. | | 83616 | Comment form |
| Unsure | It needs further study and additional public input. | | 83646 | Comment form |

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| Yes | It will be good for Nampa's continued development. | | 83702 | Comment form |
| No | It will not be used to enough. Ridership fees will not be adequate to fund this and should not be subsidized by taxpayers. | | 83616 | Comment form |
| Unsure | It would change how I go around the area so I'm not sure if this is something that needs to be addressed as much as the other 2 projects since the growth is communities in the Northern end of the valley from what I can see. I live in one of these Northern communities and traffic congestion is my #1 frustration getting around the area in places where it shouldn't be an issue. | | Jessica Schumacher 83669 | Comment form |
| Yes | It would cut down on traffic and make it possible for those in need to travel more. | | 83644 | Comment form |
| Yes | It would help increase use of public transit. | | 83704 | Comment form |
| Unsure | Kind of pointless with limited bus access and defined routes. | | 83669 | Comment form |
| No | Lack of usage of the bus system in Nampa does not warrant a hub and costs associated with it. | | 83686 | Comment form |
| No | Let the City of Nampa fund this program. It is not appropriate for VRT to fund projects that have a goal of helping "economically depressed areas". | | Mac McOmber 83616 | Comment form |
| No | Lets fix our roads and worry about a transit hub that few will use down the road. | | 83687 | Comment form |
| Yes | Let's prep for the future. | | 83709 | Comment form |
| Yes | Light rail should be considered between Ontario and the airport and Boise. With stops in Caldwell and Nampa | | Judy K. John 83605 | Comment form |
| Yes | Long term it will be needed. | | 83702 | Comment form |
| No | Low priority | | 83669 | Comment form |
| Unsure | Mass transit to provide service to/from Boise - Yes | | 83714 | Comment form |
| Yes | More, much more transit is needed. There are only so many spaces for cars on our highways. We cannot build our way out of our travel issues. | | 83634 | Comment form |

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| Unsure | My feeling's on this are mixed. I have concerns and many targeted questions that would need answered before I could potentially support this. There is opportunity with a project like this but many pitfalls exist as well. | | Zach Pence 83616 | Comment form |
| Unsure | Nampa does not have the pedestrian facilities for people to adequately access bus stops right now, nor does it have a high demand for public transportation within the city. I was going to mark no on this question for these reasons, but notice that they propose improving pedestrian and bicycle connections to transit. If this is done first, I can see this being a valuable approach. | | 83687 | Comment form |
| Yes | Nampa is a fast-growing area and needs this. | | David S. Litster 83712 | Comment form |
| Yes | Nampa is developing into a community similar to Meridian. | | Craig Miller 83642 | Comment form |
| No | Nampa needs development, but transit never pays its cost and is not likely to bring the sort of crowds that improve business prospects. | | 83616 | Comment form |
| Yes | Nampa needs to get into the 21st century where public transportation is concerned. This seems like a great way to move that direction. | | 83687 | Comment form |
| Yes | Nampa needs transit options. This is important | | 83686 | Comment form |
| No | Nampa, heck no. They cannot even run a good system in Boise yet. Work on a permanent funding source for Boise first. | | 83642 | Comment form |
| Yes | Need exists for more comprehensive light rail connecting Boise/Meridian/Nampa. Use overhead rail where needed and street level otherwise. Develop underground/aboveground parking structures for support. Allow business advertising on trans vehicles for support. | | 83713 | Comment form |
| Yes | Needed now more than ever.. | | Larry McGhee 83709 | Comment form |
| Unsure | Never do light rail (a boondoggle wherever it has been built). Small buses and many routes may be workable and perhaps break even. | | Bill Betts 83646 | Comment form |
| No | Nobody uses transit in Nampa and regardless, development should be done by the private sector. | | 83711 | Comment form |

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| Unsure | Not familiar enough with Nampa | | 83616 | Comment form |
| Unsure | Not if unconnected to bus route connecting the metropolitan areas. | | 83706 | Comment form |
| No | Not needed | | 83686 | Comment form |
| Unsure | Not sure benefit will out weigh the cost | | 83651 | Comment form |
| Unsure | Not sure if this amount of work and disruption will actually improve mobility in the region. | | 83607 | Comment form |
| Unsure | Not sure of the needs in Canyon county. | | 83669 | Comment form |
| No | Not used enough | | 83607 | Comment form |
| Yes | Only if it connects all services for the community that includes Meridian. We need a system that is available to everyone with convenient locations. | | 83642 | Comment form |
| No | Our experience in other cities has shown these to be a flop. | | 83646 | Comment form |
| Yes | Our infrastructure must be a priority. It's one of the top things that government should see gets done but it appears to me that we are at least five years behind. With the projected growth for Canyon County I don't know why there is a question. Do it! | | Ron Tincher 83686 | Comment form |
| Yes | Our transportation system needs to be addressed so many things we can do to maintain clean air and quality of life | | Grant Petersen Jr. 83702 | Comment form |
| Unsure | People like their cars and independence. Not sure there would be enough use for the cost. | | 83669 | Comment form |
| Unsure | Require more information on this particular issue | | 83616 | Comment form |
| No | Ridership should justify this cost and I doubt it does. | | 83646 | Comment form |
| Unsure | Sounds like a great idea, but I am not familiar enough with Nampa to comment on what would be best there. In general we have put off these vitally important road improvements (items 1&2) for way too long. We need to do it now. | | 83642 | Comment form |
| Yes | The area needs public transportation to all areas in the Treasure Valley.Rush hour Express bus service | | Douglas Mackie 83646 | Comment form 262 |

| 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) | Format |
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| | into Boise from Nampa, Middleton, Star and Meridian would also be desirable. | | | |
| Unsure | The entire regional transit and even local transit systems all need major planning and development. This needs to be included in the much broader plan for the entire valley. | | 83716 | Comment form |
| Yes | The idea of facilitating more public transportation while at the same time revitalizing the community is a great plan. | | Scot McGavin 83703 | Comment form |
| Yes | The Karcher area is a traffic nightmare unseen in most cities the size of Nampa. | | 83676 | Comment form |
| Yes | The treasure valley has a very poor public transit system. I firmly believe if the system was more functional and easier to use more of the valley residents would use it and it would also help relieve congestion issues on the roads and help with pollution as well. | | Michele W. 83709 | Comment form |
| Yes | The Treasure Valley is desperately in need of public transit. | | 83646 | Comment form |
| Yes | The valley is growing at a pace where the infrastructure is far behind. If we want to be a premier place to live, work, and commute this investment must be made. | | 83616 | Comment form |
| Yes | The valley NEEDS more public transit of all kinds! This should be the priority for funds put into transportation. | | 83646 | Comment form |
| No | The Valley Ride Bus "Regional Hub" in Caldwell is already in place, at great expense to Idaho Taxpayers. It's difficult to tell this large facility is even being used, due to infrequent vehicle traffic and parking at the facility. Please don't throw good money after bad by spending more tax dollars on unnecessary stuff. | | 83605 | Comment form |
| No | There appears to be NO public support for this. Moreover, I believe we already have a profitable system in place to accomplish this and it is called Commuteride. VRT needs to focus on solving their current failing systems | | 83713 | Comment form |
| No | There are more important things to deal with now. | | Kirk Redlin 83619 | Comment form |

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| No | There are other transit needs that should be a higher priority like expanding bus service and a high capacity transit line. This seems like something Nampa should be funding as urban renewal. | | 83705 | Comment form |
| No | There is already a transit center between Nampa and Caldwell. Use the money to prepare for light rail. | | 83686 | Comment form |
| Yes | There should actually be several: central/downtown, Idaho center/cwi, link to the rail to Boise before that all gets sold off! | | Kevin Myers 83686 | Comment form |
| Yes | This community needs this service. | | 83702 | Comment form |
| Yes | This is a long term solution. | | 83712 | Comment form |
| Yes | This makes sense. | | 83651 | Comment form |
| Yes | This should have been started 20 years ago both in Boise and all surrounding communities. Look around at every city and it's metropolitan areas the size of Boise- Eugene, OR, Bend, OR, Spokane, WA, and larger like Portland, Seattle, Medford, etc, They all have had mass transit for over 30 years and Boise and it's metro area haven't even began to connect cities or develop a plan to educate residents on the importance of a mass transit plan. People of all socio-economic backgrounds ride buses and trains due to convenience, to avoid sitting in traffic. Make it appealing and inconvenient not to. Stop building parking structures! The mindset here is archaic compared to any city comparable in size. It's going to impede business growth and education for the universities. | | 83709 | Comment form |
| Yes | This whole area does not have a good transit system and with the growing population there needs to be more transit opportunities for people. Not everyone should have to drive to get around. | | 83642 | Comment form |
| No | This would be under-used. | | 83646 | Comment form |
| Yes | Transit and high density land uses near transit stops should be encouraged. | | Brian Parker 83705 | Comment form |

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| No | Transit at this time is not the answer. For now, money should be put into new road construction. Perhaps down the road transit will be a more important part, but for now realistically, it's cars. cars, cars. | | 83616 | Comment form |
| Yes | Transit oriented development is essential to smart planning in cities. | | 83704 | Comment form |
| No | unnecessary | | 83616 | Comment form |
| Yes | We created food deserts in Nampa when Pauls closed. We need to integrate transit someplace other than DT Boise. | | 83686 | Comment form |
| Yes | We just need more a better transit system for people in the surrounding area like Nampa, Caldwell, and even Star. we have a transit system that is awesome I think more people would be more proposed to use the system than there own rides. | | 83709 | Comment form |
| Yes | We need a much much better transit system. The reason people don't use it is because the routes, bus stops, and times are unreasonable and makes commuting via bus unrealistic. Better traffic flow would also be a great change whether its by using round abouts, signals, etc. | | 83669 | Comment form |
| Yes | We need additional future alternatives for transportation with growth in the area. | | 83616 | Comment form |
| Yes | We need to greatly improve public transportation in the valley. | | 83646 | Comment form |
| Yes | We should explore how we can integrate people moving hubs into our future plans. As the critical mass increases to support and sustain these efforts we need to be prepared for what it takes to move the future. | | Mike Harmon 83642 | Comment form |
| Unsure | We should have transit through the valley that pays for itself. The spoke and model that Boise has is a disaster. | | 83709 | Comment form |
| Unsure | what areas would this reach? Only within Nampa? | This Transit Oriented Development project will take an existing building and create a central public transportation and community services hub in an economically depressed area in the City of Nampa. The renovation of the existing facility will | 83626 | Comment form |

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| | | include an integrated system of "active transportation" improvements to help revitalize Nampa's adjacent neighborhoods and major activity centers and drive the economic resurgence of the city and region. The project includes a reconstructed and expanded network of local complete streets and a comprehensive array of pedestrian/bicycle safety improvements and transit linkages. | | |
| | What we need first is an interstate "belt" like other cities (going from SW Boise > Kuna> Nampa SW Boise > N. Boise > Eagle > Nampa/Caldwell) - Think Salt Lake. We need to do it now before we grow too much more. It's so hard getting to the North and South of the Valley and we're just patching the problem with local road so-called improvements. | | Jill Thompson 83709 | Comment form |
| Yes | Why should Nampa be left out. We have people here in need too. | | 83651 | Comment form |
| Yes | Will be great for future use | | Trish 83646 | Comment form |
| Yes | With Idaho being the fastest growing state in the nation and much of that growth happening in the treasure valley, I believe the only way to address the future transportation needs is to build smart public transportation systems throughout the treasure valley. Long term costs and benefits of public transportation projects are superior to increased lanes and roads designed for single occupancy vehicles which will only mitigate traffic problems in the short term. If our cities are going to function well in the future, we must develop good public transportation that can support a much larger population than we currently have. | | Crissy Kojima 83714 | Comment form |
| Yes | With the amount of growth in the valley. A regional transit system from caldwell to boise would be a great benefit to the area. | | 83651 | Comment form |
| Yes | Yes - Don't wait for the growing population to make things worse. For development to succeed, transit is critical! | | 83605 | Comment form |

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| Yes | Yes, but only if it's focused on carrying passengers to and from the Meridian/Boise area with more reliability. An effort at more awareness of the availability of said improvements would be a great addition as well. | | 83687 | Comment form |
| Yes | Yes, but only if the "transit oriented development" is accompanied by actual transit, as in modes of transport. In many parts of the world, even in the USA, these are often buses, but could be some other way of moving people from where they are to where they are going. | | Steve Rinehart 83702 | Comment form |
| Yes | Yes, the need for public transportation is great in that area. | | Rebecca A. Hancocck 83713 | Comment form |
| Yes | Yes, we need public transportation to get people moving and keep cars off the roads! | | 83714 | Comment form |
| Yes | Yes, yes, yes. Anything in any part of the valley to improve public transportation. I came from Portland which has the best people-moving system in the country with their Tri-Met and MAX bus/train system. What a shock to move here and find nothing to connect people from Ontario to Boise. It's disgusting that Idaho is still in the 19th century with nothing even planned! All you people ever talk about and spend money on is the downtown Boise situation. When will you begin talking about how to move people from the west valley to Boise? There is SO much potential here. Is it any wonder why our main roads are bumper-to-bumper with cars? We have long ago given up hope of seeing progress in public transportation in our lifetime. | A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes. | Ken Hagenlocher 83646 | Comment form |
| Yes | You should developing a region wide transit system and pounding on the doors or every state representative demanding a local option tax for our region. | | 83709 | Comment form |
| Yes | This can be a model for more TOD design and implementation across the valley. This site is within Nampa so both the land use aspects and the traffic aspects are under the auspices of one taxing authority: the City of Nampa. | | 83712 | Comment form |

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| Yes | Yes, without a doubt. | | 83702 | Comment form |
| Unsure | Have not kept up on all the traffic needs in Nampa, but orderly and efficient traffic movement is important for all folks- commercial and residential. | | 83617 | Comment form |
| Yes | This area has becoming a metropolitan area and will need to have a transit design to support the growth. | | 83687 | Comment form |
| No | Until rider ship is increased or Valley Regional and support its self with rider fees and demand this does not make sense. | | Gary Smith Central Valley Expressway Coalition 83669 | Comment form |
| Yes | Yes, this seems like a reasonable request. It would help to revitalize a part of Nampa that could use the help and hopefully provide transit to populations that need it. But a wider effort should be made to increase the capacity of transit for the entire valley, not just a single neighborhood in Nampa. | | 83702 | Comment form |
| Yes | This effort should be done in concert with private sector development unless that is unrealistic. | | William Ditz Mountain West Group, LLC 83616 | Comment form |
| Yes | Only if it tied in with light rail from Micron to Caldwell | | Ed Garlock 83705 | Comment form |
| Yes | There are areas of Nampa that are difficult for low income residents to move about easily to get to businesses they need to access. A transit oriented development, if I understand the goals, would help these areas especially, as well as the greater Nampa area. | | 83617 | Comment form |
| Yes | If a family does not have access to a car, it is difficult to work, go to school, & other activities. Successful communities have an effective & strategic transportation system. | | 83646 | Comment form |
| | NO | | | Letter |
| | We believe that a modest investment in design funds to create a transit hub in the City of Nampa should proceed. It is desired to the City and surrounding landowners become partners and relevant financial participants in this endeavor; if not during the design phase then certainly obligated by | | Dave Jones, PE, Director, Canyon Highway District No. 4 | Email |

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| | agreement to do so during any subsequent construction activities. | | | |
| | Yes, Valley Regional Transit should begin design work on a transit oriented development in Nampa. Additionally, they should design options that interconnect communities in the Valley. | | | Email |
| | I think Valley Regional Transit needs to address the dysfunctional public transit situation in Boise before trying to develop one in Nampa. Developing another dysfunctional and under-utilized transit system is a waste of funds. Develop a successful transit system before attempting to build another. | | | Email |
| | Only if it includes Park and Ride as well as consistent and reliable bus service to community. | | | Email |
| | In our opinion , with the growth we have seen in Canyon County in the last 10 years, it would greatly improve the traffic situation if we widened the I-84 between Caldwell and Nampa and extended the Hwy 16 to I-84. We here at the Senior Center in Parma also believe public transit in Nampa would benefit all people in the years to come. | | | Email |
| | Public transit in the Treasure Valley has not gained the ridership that it should. Encouragement for public transportation needs to be a critical item for commuters around Treasure Valley. Greater ridership would mean less traffic on I-84 and other corridors. | | | Email |
| | All of the projects mentioned must be funded and volpleted at the earliest possible date. These are life saving and life improving measures. Do not delay. | | | Email |
| | Absolutely these two projects are needed & wanted. | | | Email |
| | However, the Nampa Regional Transit development should not go forward. It is not need or wanted. | | | Email |
| | NO | | | Email |
| | Yes We need a transportation system from Boise to Nampa | | | Email |
| | I submit these comments from the perspective of a retired Professional Engineer in Civil Engineering. I moved to Idaho after retirement several years ago. I lived and worked for over 40 years in a major metropolitan area in Texas. From that experience I | | | Email |

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| | saw what worked, and things that could have been done better. I am favorably impressed by the planning ahead and community input that currently occurs in the Boise metro area. YES, but also consider providing transit into downtown Meridian and Boise and points in-between. | | | |
| | As for the Transit hub in Nampa I really don't know to much about that so I don't have an opinion on it. | | | Email |
| Yes | | | Rich Guggenheim 83605 | Comment form |
| No | | | Joan Russell 83669 | Comment form |
| Unsure | | | Wendy Burrows-Severy City of Wilder 83607 | Comment form |
| Unsure | | | Tracy Hopkins 83642 | Comment form |
| Yes | | | Julianne Shaw, Idaho Department of Lands 83709 | Comment form |
| Yes | | | Jason LaBarbera 83687 | Comment form |
| Yes | | | Mark Pemble, Caldwell Young Professionals 83605 | Comment form |
| Unsure | | | Kent Rasmussen 83714 | Comment form |
| Yes | | | Ralph Mellin 83709 | Comment form |
| Unsure | | | Randy Bunn 83607 | Comment form |

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|---|---|-----------------------|---|---------------|
| Yes | | | Theresa Sommer Hughes 83646 | Comment form |
| Unsure | | | Jeff Tonkin 83646 | Comment form |
| Yes | | | Stacy Stoffel 83607 | Comment form |
| Unsure | | | Ty Walling 83605 | Comment form |
| Yes | | | Gene and Cindy Foster 83676 | Comment form |
| Unsure | | | Paul Webster 83607 | Comment form |
| | | | 83646 (work in 83605) | Comment form |
| Yes | | | Helen Neher 83642 | Comment form |
| Yes | | | Diane Rush 83607 | Comment form |
| Unsure | | | Brian Allen 83605 | Comment form |
| Yes | | | Jacqie Page-Morton 83605 | Comment form |
| Unsure | | | David Baker 83703 | Comment form |
| Yes | | | Ronald Pridmore 83713 | Comment form |
| Yes | | | Jackie Moran 83616 | Comment form |
| Yes | | | James Lang 83642 | Comment form |
| Yes | | | Dick Jacobsen 83646 | Comment form |
| Unsure | | | Cornelius Ziemann 83669 | Comment form |

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| Unsure | | | Wendy Miller 83669 | Comment form |
| Unsure | | | David Calley 83642 | Comment form |
| No | | | Jordan Winspear 83702 | Comment form |
| Yes | | | Pie Lin-Yu 83706 | Comment form |
| Yes | | | Annette Matlock 83616 | Comment form |
| Unsure | | | Cameron Kolos 83669 | Comment form |

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| Comments on other proposed changes to the TIP | | | | |
| N/A | No No No Yes | | 83702 | Comment form |
| N/A | -- Keep the commuteride expansion. As freeway traffic continues inevitably to slow, rideshare and other transit options will become more attractive. -- Most people can figure out safe routes to school without official coordination. Put the money into sidewalks and crossing signals -- actual safety, in other words. -- Yes, increase Middleton park and ride funding. Ask yourselves, how many more cars do you want on State Street? -- Yes, make the entrance to CWI easy and attractive. | | Steve Rinehart 83702 | Comment form |
| N/A | - Park and ride lot: Yes, this can be very beneficial as long as everyone can use it (not just commuters). - Roundabouts: In 98% of the cases, I will ALWAYS be in favor of roundabouts. They have been extremely effective (i.e. Ustick and Lake in Caldwell) and we need more of them (i.e. Ustick and Midland, Ustick and Middleton, Ustick and Northside, Cherry and Northside -- to name a few). I presented a study on roundabouts, and they are BY FAR proven to be one of the best solutions, short term and long term. I would be happy to present this study to others if it'd help. | | Doug Thompson 83687 | Comment form |
| N/A | "Remove a Safe Routes to School" - that title alone is asking for backlash. Are you advocating endangering children? | | 83669 | Comment form |
| N/A | *Why would we kill funding for Commuteride in Nampa? Is no one using it? Is it not cost effective? If that's so, then ditch it. If not, by all means keep it! *If it's getting used, please do increase funding for the Park and ride in Middleton. *Roundabouts work. Let's do more, including the one at CWI in Nampa. | The Commuteride program will not be removed – this proposal is to remove funding for expansion only. At this time, Commuteride has enough vans to operate their program throughout the region. No new vans are needed. However, Commuteride is applying for funds to | 83702 | Comment form |

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| | | replace existing vans that have exceeded their useful life. | | |
| N/A | 1. No, population is increasing in Canyon County, especially Nampa, and I believe that the city could take advantage of the Commuteride program to encourage civic participation at downtown events. 2. No comment. 3. Yes, as long as mass transportation is provided, or a ride share program is heavily promoted. 4. No comment. | | Melinda Lee Norris 83642 | Comment form |
| N/A | A. My first thought is not to remove expansion of computer ride in Nampa. B. The coordinator project is likely adequately funded by the school districts at least for now. C. Yes I would increase funding for the park and ride lot. D. I would increase funding for the entrance, but might prefer a traffic light instead of a round about - at least for now. | | Ralph Mellin 83709 | Comment form |
| N/A | Add paratransit and regional bus services to elderly and disabled that are cost effective and beneficial. Then worry about this other stuff. | | 83669 | Comment form |
| N/A | Agree on first two, don't know enough on the third to comment. Disagree on number four, CWI is underutilized, don't sink more \$\$ there until demand is proven. | | 83616 | Comment form |
| N/A | Agree with all. | | 83709 | Comment form |
| N/A | Agree with bullet 1 - remove expansion Agree with bullet 2 - remove safe routes Agree somewhat with bullet 3 - create a park-n-ride area but it doesnt have to be grandiose Not sure about bullet 4 - I'm not sure this is the greatest issue we have in the community (see items 1 & 2 above) | | G. Clovis 83704 | Comment form |
| N/A | Agreed | | 83704 | Comment form |
| N/A | All funding should be routed to the hwy 16 expansion. It is the most important. | | 83616 | Comment form |
| N/A | All good changes. Proceed. | | Dave Jones 83713 | Comment form |
| N/A | As the population increases so will the attendees to our colleges. Getting in and out of these institutions with ease will also help with enrollment. Everyone is | | Michele W. 83709 | 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) | Format |
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| | in a hurry these days and CWI has students with families and jobs so the need to have a safe functional entrance will help with commute times. Roundabouts built properly are a great way to move traffic. Keep building them but build them correctly...no single lane roundabouts, they need to be at least a double to move traffic safely and efficiently. | | | |
| N/A | Commuter programs and school safe routes are necessary, please do not cut them. | | 83702 | Comment form |
| N/A | Commuteride and SRTS are both vital programs in implementing cultural shifts away from single passenger vehicle use. I'm fairly indifferent to the other 2. | | Brian Parker 83705 | Comment form |
| N/A | Commuteride is a successful program, certainly as compared to the VRT buses which run mostly empty most of the time. So why not expand it? OK to remove the Safe Routes coordinator No on funding a Park & Ride Lot in Middleton. How many people ride to/from that area now? I'll bet it is not very many. OK for work at College of Western Idaho. | At this time, Commuteride has enough vans to operate their program. No new vans are needed. However, Commuteride is applying for funds to replace existing vans that have exceeded their useful life. The Route 44 will serve the Middleton at the new Middleton park and ride location. Route 44 currently provides approximately 19,000 trips per year. | Mac McOmber 83616 | Comment form |
| N/A | Commuteride is the only thing associated with VRT that actually works. If course this should happen in Canyon County if there are sufficient folks that would utilize the service. | | 83642 | Comment form |
| N/A | Consider changing the traffic pattern around the Marketplace. The traffic there is HORRIBLE!! | | 83687 | Comment form |
| N/A | Consider overpasses/underpasses on Eagle Rd. at major street crossings | | 83714 | Comment form |
| N/A | Cwi doesnt need funding | | Student, University of Idaho | Comment form |
| N/A | Do not remove the Canyon County projects. | | 83712 | Comment form |
| N/A | Don't know enough to comment. Park & Ride in Middleton seems relatively inexpensive. | | 83706 | Comment form |
| N/A | don't know enough about these plans to comment | | 83616 | Comment form |

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| N/A | Entrance and roundabout improvements are needed. | | 83706 | Comment form |
| N/A | Expand the Buses to run on the weekends, it would cut down on traffic! | | Gene and Cindy Foster 83676 | Comment form |
| N/A | Gas automobiles and roads are obsolete. Mass transportation is what is required in the valley. | | 83713 | Comment form |
| N/A | good projects | | 83642 | Comment form |
| N/A | How are all of these projects on the list and widening Chinden from Eagle Rd. to the West is not? | <p>There are actually four projects to widen US 20/26 currently in the program.</p> <ul style="list-style-type: none"> • US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle – Total \$14,350,000 with construction budgeted in FY2022 • US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road) – Total \$10,625,000 with construction budgeted in FY2021 • US 20/26 (Chinden), SH-16 to Linder Road, Ada County and Meridian – Total \$16,650,000 with construction budgeted in Preliminary Development (beyond FY2022) • US 20/26 (Chinden), Star Road to SH-16, Ada County – Total \$5,550,000 with construction budgeted in Preliminary Development (beyond FY2022) <p>Funding is limited; therefore, the widening of US 20/26 (Chinden) is occurring by segment, starting on the eastern end of the corridor.</p> | Jeff Tonkin 83646 | Comment form |
| N/A | I support any plans for park and ride lots. The Treasure Valley needs to pursue more opportunities to make public transportation throughout the Valley more accessible. Park and ride lots are a good start. | | 83716 | Comment form |
| N/A | I am more interested in a commuter lane between Nampa and Boise. | | 83642 | Comment form |
| N/A | I believe that widening Hwy 20/26 would be more of a priority than the Hwy 16 extension. It's a main hwy | | 83646 | Comment form |

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| | and needs to be widened at least from Eagle Rd. to Middleton Rd. | | | |
| N/A | I do not at all agree with the proposal to remove the expansion of commuteride or removal of a safe routes to school coordinator. These projects are incredibly important in what should be addressing traffic problems at their root cause-which is more cars on the road than the current systems can handle. The focus should be on finding ways of reducing the amount of cars, which both commuteride and safe routes to school address. I support increasing funding for a park and ride in Middleton, especially considering Boise is planning a rapid bus transit system for State street. If this could connect public buses to the RBT, this would be excellent. My experience in college was that most students walked or rode their bikes everywhere. Focus on projects that increase the safety and accessibility for pedestrians and bikes. | | Crissy Kojima 83714 | Comment form |
| N/A | I don't feel like these items are as impactful as the interstate improvements | | Natalie Filbert 83714 | Comment form |
| N/A | I don't have much of an opinion on this as it really should fall more to those impacted more. | | Zach Pence 83616 | Comment form |
| N/A | I don't know enough to comment intelligently. | | 83669 | Comment form |
| N/A | I don't live in Canyon County but I'm sure these are all good ideas. | | 83702 | Comment form |
| N/A | I don't live in Canyon County, but shouldn't children there have safe routes to school? | The importance of the Safe Routes to School program has not changed; the project was determined ineligible for this funding source. | 83669 | Comment form |
| N/A | I feel we should also consider the 20-26 corridor completion also to help increase East and West traffic flow. | | Mike Harmon 83642 | Comment form |
| N/A | I hate roundabouts No No to everything they need it | | Lucie Dorothea Waterman 83669 | Comment form |
| N/A | I have no comments on these items, no dog in the hunt. | | 83646 | Comment form |

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| N/A | I have no input on any of the above | | 83626 | Comment form |
| N/A | I have read & understand the need for these changes. Encouraging & supporting non-motorized & mass transit should continue to be a priority. | | 83706 | Comment form |
| N/A | I like the idea of a roundabout at CWI in Nampa. | | 83687 | Comment form |
| N/A | I never like to see Commuteride or Safe Routes to School funding and support removed. | | Janet Buschert 83616 | Comment form |
| N/A | I really like the idea of cwi improvements | | Trish 83646 | Comment form |
| N/A | I really only support changes that promote alternative transportation options that won't contribute to our poor air quality through increased carbon emissions. Let's try and encourage smart growth and inclusion of the "true" costs associated with the types of development that has occurred in the Treasure Valley. | | 83706 | Comment form |
| N/A | I support all of these | | Pie Lin-Yu 83706 | Comment form |
| N/A | I think all of these projects need to be accomplished over time to provide for business and population growth. Don't remove any of these projects. | | Douglas Mackie 83646 | Comment form |
| N/A | I think that taking any Commuteride options from the table is a bad idea as it will leave out others that need it to just to satisfy a few. | | 83651 | Comment form |
| N/A | I think these 4 ideas are good as long as they fit into the funding as described. | | Ronald Pridmore 83713 | Comment form |
| N/A | I think traffic issue should be addressed first. | | 83669 | Comment form |
| N/A | I would determine "committed" usage before expanding and/or funding any of the above initiatives. | | 83714 | Comment form |
| N/A | I'm not familiar enough with these to make any comments. | | 83716 | Comment form |
| N/A | I'm not sure about most of these projects...I would call them low priority. I don't think the Commuteride program expansion is really needed at this time. I think the Safe Routes to School project in Canyon County would be beneficial. The | | Diane Rush 83607 | Comment form |

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| | park and ride lot would be a nice thing, but not critical; same for the entrance and roundabout improvements at the College of Western Idaho. The top priorities that will benefit the largest population and are the most critical are widening I-84 and extending Hwy. 16 to I-84. | | | |
| N/A | Idaho is so far behind the times. They should have been doing these projects 10 years ago. Get with it. You want people to move here but don't do anything but build build build with no infrastructure. | | 83646 | Comment form |
| N/A | If things don't pay for themselves then modify or scrap them. | | 83709 | Comment form |
| N/A | I'm still seeing no passengers on the buses(or hardly any I see that you have covers over the windows so people can't see that there are no riders) why do you keep spending tax payer money on something that is not going to be used. | | 83686 | Comment form |
| N/A | Increase bus service to low income areas. | | 83651 | Comment form |
| N/A | Increase funding for a park and ride lot at Picadilly Park in Middleton | | 83704 | Comment form |
| N/A | KEEP a Safe Routes to School coordinator project in Canyon County | | 83686 | Comment form |
| N/A | Mass rapid transit! Buses , light rail | | 83713 | Comment form |
| N/A | Middleton needs help with transportation | | 83605 | Comment form |
| N/A | Na | | 83716 | Comment form |
| N/A | Need to investigate transit options for the north valley (Star/Middleton) to major cities (Boise, Nampa & Caldwell). | | Wendy Miller 83669 | Comment form |
| N/A | Need to keep first two items above and delete roundabout for college. | | 83686 | Comment form |
| N/A | Neutral interest | | 83642 | Comment form |
| N/A | Nice to have but not of the highest priority. | | 83646 | Comment form |
| N/A | No No Yes Yes | | 83646 | Comment form |

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| N/A | No Yes No No | | 83669 | Comment form |
| N/A | No comment | | Rebecca A. Hancocck 83713 | Comment form |
| N/A | no comment | | 83634 | Comment form |
| N/A | no comment | | 83616 | Comment form |
| N/A | No comment except Idahoans can't seem to figure out roundabouts so just keep that in mind. | | 83716 | Comment form |
| N/A | No comment on these | | 83616 | Comment form |
| N/A | No comment. | | David Baker 83703 | Comment form |
| N/A | No comments here. | | 83709 | Comment form |
| N/A | No more round a bouts please, if we have no choice, at least do a PSA so people can learn how to use them. | | Jason LaBarbera 83687 | Comment form |
| N/A | No more roundabouts. They are dangerous and a light or stop sign works much better. Keep your commuter ride and the safe routes unaffected, but please increase Middleton's park and ride. | | Tamara Sullivan-Watson 83669 | Comment form |
| N/A | No real comment on these items as I'm not familiar enough with any of them to make an intelligent assessment of the situations. | | Jessica Schumacher 83669 | Comment form |
| N/A | No thanks | | H Marie Baldner 83706-1019 | Comment form |
| N/A | No to one and two. Yes to three and four. | | 83616 | Comment form |
| N/A | No! That is going backwards again. Commuter Ride is a step toward bass transit. Hello?! | | 83709 | Comment form |
| N/A | none | | 83646 | Comment form |
| N/A | None of these interest me. | | 83642 | Comment form |
| N/A | None of these seem necessary. If funds can be allocated to the above needs it would be a better use of resources | | Curt & Gayle Johanson 83713 | Comment form 280 |

| 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) | Format |
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| N/A | Not enough information is given about why these are being proposed to be removed. | | 83687 | Comment form |
| N/A | not fully informed to make a choice | | 83605 | Comment form |
| N/A | Not Sure. | | 83713 | Comment form |
| N/A | Of all traffic issues within the city, the traffic going in/out of College of Western Idaho in Nampa does not seem significant enough to pull from the other priority considerations. | | 83646 | Comment form |
| N/A | Picadilly Park Project: I don't live in Middleton, but I have seen final plans of Picadilly Park, and parking for a Park and Ride appears to be very small. The search for another location for a Middleton Park and Ride seems like the best route. | | Mark Pemble, Caldwell Young Professionals 83605 | Comment form |
| N/A | Please do not remove any commuteride options, encouraging people to utilize vans and public transportation should be a top priority. | | 83669 | Comment form |
| N/A | Please do not remove Safe Routes to School coordinator. With the increase in population and recent pedestrian deaths, this is money well worth spent. | | 83705 | Comment form |
| N/A | Please do remove funding for safe routes to schools. Funding at CWI should be funded by CWI--not Compass | | 83686 | Comment form |
| N/A | prefer roundabout improvements at CWI | | 83712 | Comment form |
| N/A | Prepare for 2021 Commuteride in Nampa now Do not remove safe routes to School project Yes to the Picadilly Park I don't know about the roundabout at the CWI in Nampa | | 83712 | Comment form |
| N/A | Remove expansion of Commuteride program in Nampa Urbanized Area - YES Remove a Safe Routes to School coordinator project in Canyon County - NO Increase funding for a park and ride lot at Picadilly Park in Middleton - YES Increase funding for entrance and roundabout improvements at the College of Western Idaho in Nampa - Low Priority | | 83646 | Comment form |
| N/A | Remove funding for park and ride. Remove funding for entrance to CWI. | | 83616 | Comment form |

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| N/A | Remove funding to expand the Commuteride program in the Nampa Urbanized Area -- Yes. Increase funding for entrance and roundabout improvements at the College of Western Idaho in the City of Nampa --- YES Increase funding for a park and ride lot at Piccadilly Park in the City of Middleton -- No. Remove a Safe Routes to School coordinator project in Canyon County -- Yes. | | 83709 | Comment form |
| N/A | Removing commuteride expansion and Safe Routes in Canyon County is a poor use of tightening budgets. These are important. | | 83705 | Comment form |
| N/A | Roads or road improvements only please!!! | | 83616 | Comment form |
| N/A | Roundabouts are the future and keeps traffic moving safely | | Judy K. John 83605 | Comment form |
| N/A | See above | | 83713 | Comment form |
| N/A | Seems like CWI should be funding improvements to their entrance. | | 83705 | Comment form |
| N/A | Seems to be a need in the next five years. On each one of these proposals. | | Craig Miller 83642 | Comment form |
| N/A | Stop politicians from ripping off our highway \$\$\$\$! - due to 'clerical errors', they should go to jail for corruption and theft! | | 83706 | Comment form |
| N/A | The improvement of access to mass transit to cover the valley would be in everyone's interest. Right now to go from my residence near N Mitchell and McMillian to my work near Watertower and Locust Grove my only option is to walk to Maple Grove & Goddard catch bus there, ride to mall, catch bus there get to Franklin & Maple Grove and walk to work - >1 hr each way with only specific times, none getting me to work before 7 am (our start time). | | 83704 | Comment form |
| N/A | The Marketplace interchange in Nampa is a mess and is the next Eagle road with all of the retail and residential developments. Assuming the design was to address growth on the South side of the freeway, but the amount of development on the north side makes it a dangerous area in need of immediate attention. I believe a quick correction would be to stop/moderate west bound freeway traffic heading | | 83687 | Comment form |

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| | south on 55 and allow 2 lanes of southbound Midland traffic through the light. This specific area is a hot bed of aggressive driving and I have been in many situation and have seen numerous others. | | | |
| N/A | The only one I have issue with is the park and ride in Middleton. It is my opinion there must be a better location for it than a park area. We are losing to many outdoor areas already. | | 83687 | Comment form |
| N/A | The only when I am familiar with is the park and ride at Piccadilly Park in Middleton. I would first obtain votes from the citizens of Middleton city and surrounding area to see if they would even use this. Has it worked well in other areas such as Eagle? | | 84669 | Comment form |
| N/A | The safe routes to school program has been training thousands of kids to ride safely and be more aware of traffic. It must stay!@ | | 83687 | Comment form |
| N/A | These projects need to be balanced against the need to expand Chinden from Eagle Rd to Caldwell. This major corridor has an inordinately high number of accidents, and they could be alleviated by expanding the roadway. In fact, it may reduce traffic on I84, thus negating the expansion project noted in #1 | | 83646 | Comment form |
| N/A | These sound like reasonable actions based on the description. | | 83716 | Comment form |
| N/A | Unsure | | 83646-1034 | Comment form |
| N/A | Unsure | | 83642 | Comment form |
| N/A | Unsure on these. | | 83642 | Comment form |
| N/A | We live on the border of meridian and Nampa. | | 83642 | Comment form |
| N/A | We need more transit options in ada county | | 83634 | Comment form |
| N/A | We need Safe Routes to School! We need to expand the Commuteride program in Nampa. | | 83642 | Comment form |
| N/A | What public urban good would be served by removing expansion of commuteride or safe routes to school? | | 83702 | Comment form |
| N/A | What removal of safe routes to school coordinator project we don't to protect our kids now? They need | | 83605 | Comment form |

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| | to have safe travel since buses will not pick them up within a certain area. | | | |
| N/A | What we need first is an interstate "belt" like other cities (going from SW Boise > Kuna> Nampa SW Boise > N. Boise > Eagle > Nampa/Caldwell) - Think Salt Lake. We need to do it now before we grow too much more. It's so hard getting to the North and South of the Valley and we're just patching the problem with local road so-called improvements. | | Jill Thompson 83709 | Comment form |
| N/A | Why are you proposing to remove expansion of the Commuteride program in Nampa? We need more carpooling, not less. As a Boise resident, I am directly impacted by all the traffic from Nampa commuters. | The Commuteride program will not be removed – this proposal is to remove funding for expansion only. At this time, Commuteride has enough vans to operate their program throughout the region. No new vans are needed. However, Commuteride is applying for funds to replace existing vans that have exceeded their useful life. | 83703 | Comment form |
| N/A | Why not widen Chinden? It is a NIGHTMARE. Please, get with the program and widen this major road (and NOT just from Eagle to Locust Grove, but for many miles West of Eagle!!!) | <p>There are actually four projects to widen US 20/26 currently in the program.</p> <ul style="list-style-type: none"> • US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle – Total \$14,350,000 with construction budgeted in FY2022 • US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road) – Total \$10,625,000 with construction budgeted in FY2021 • US 20/26 (Chinden), SH-16 to Linder Road, Ada County and Meridian – Total \$16,650,000 with construction budgeted in Preliminary Development (beyond FY2022) • US 20/26 (Chinden), Star Road to SH-16, Ada County – Total \$5,550,000 with construction budgeted in Preliminary Development (beyond FY2022) <p>Funding is limited; therefore, the widening of US 20/26 (Chinden) is occurring by segment, starting on the eastern end of the corridor.</p> | 83616 | 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) | Format |
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| N/A | <p>Why remove commuter ride? If being used continue it, safe routes i don't know the issue well enough to comment , I support round abouts they seem very efficient to me</p> <p><i>Second comment after receiving COMPASS response:</i></p> <p>Thank you for update, i think we really need to get the freeway done and chinden at least to can ada from eagle to five lanes!!! this is killing commute times and dissatisfied employees. thanks for all you do</p> | The Commuteride program will not be removed – this proposal is to remove funding for expansion only. ACHD has determined additional Commuteride van routes are not needed in the Nampa Urbanized Area through FY2021. | Grant Petersen Jr. 83702 | Comment form |
| N/A | Why would we remove expansion of a Commuteride program or a safe routes to school project? These seem like backward steps...and yes, increase funding on the other two | | 83605 | Comment form |
| N/A | Why would you remove expansion of the commuteride program? If it is because its underutilized, perhaps you should look at the reasons for underutilization. We need commuter options between Nampa-Caldwell and Boise. Period. Congestion, Smog, road accidents. If you drive in this area you know this. And, yes - increase funding for park and ride in Middleton area. | | 83702 | Comment form |
| N/A | widen 20-26 | | 83646 | Comment form |
| N/A | yes to all above | | 83616 | Comment form |
| N/A | Yes to all above except for roundabouts. | | 83705 | Comment form |
| N/A | Yes to the two increases, no to the two removals | | 83702 | Comment form |
| N/A | I always hate to see a safe Routes to school program removed. If children cannot walk to school safely, that means roads and sidewalks are not safe for other people to exercise and move about the neighborhood. I could not find additional information on this funding item but wish to state that walkable and bikeable neighborhoods are safer and have | | 83702-3321 | Comment form |

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| | higher property values than Neighborhoods that are unsafe for children or adults to walk in. | | | |
| N/A | Keep us country not Californian | | 83646 | Comment form |
| N/A | All of these items are needed. I am troubled that The Valley waits until it is a crisis to address needed transportation issues. Let us have a vision, CWI growth is a given- deal with it now with work that will take us 12 years forward. | | 83686 | Comment form |
| N/A | Yes to all | | 83716 | Comment form |
| N/A | Commuterfide progr.---no opinion Safe Routes Coordinator project---keep Increase funding park and ride---no opinion Increase funding for CWI entrance --No | | 83656 | Comment form |
| N/A | I agree with the proposed changes. | | Wendy Burrows-Severy City of Wilder 83607 | Comment form |
| N/A | DO expand Commuteride program in Nampa. Do NOT remove a SRTS coordinator project. INCREASE funding for a Middleton park & ride lot. No comment on CWI improvements. | | 83702 | Comment form |
| N/A | Unsure | | 83687 | Comment form |
| N/A | Idaho citizens still like their cars. That is a fact of life. As we grow that may change but we are still a very rural community that likes its independence. Local control in our public education districts, in our city's and in our day to day life style. While we are growing over all we still want to control our lives right down to our transportation. | | Gary Smith Central Valley Expressway Coalition 83669 | Comment form |
| N/A | These changes seem reasonable. If Commuteride isn't effectively serving the Nampa Urbanized Area why bother offering it? Commuteride is an Ada County Highway District function anyway. It seems like Canyon County ought to be addressing the need, if it exists, or perhaps Valley Regional Transit, which has some van pool options in Canyon County. Safe Routes to School is an important program, but | | 83702 | Comment form |

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| | it seems like there has been a lot of difficulty in keeping someone on the job. If the YMCA can continue to fund the position I don't see a problem. Park and Ride lots do a lot of help reduce congestion by encouraging people to share the ride, by car pool, van pool or someday, transit. Making it easier for people to commute is a very good idea. Increasing funding for the fast growing CWI campus and improvements to the entrance and roundabout are a good idea. | | | |
| N/A | Not knowledgeable enough to comment. | | 83617 | Comment form |
| N/A | Please do not remove safe routes to school coordinator project in canyon County. | | 83646 | Comment form |
| N/A | <p>Remove funding to expand Commuteride: No! Any and all resources for expansion of existing commuter programs should be a top priority including long range planning for LIGHT RAIL. Buses best serve local population centers and should be expected to feed rail.</p> <p>Roundabouts: YES! Everywhere in lieu of expensive and traffic-snarling signals! Teach how to approach and navigate roundabouts in ALL drivers education programs and make it mandatory for renewals.</p> <p>Park and Ride: Yes</p> <p>Safe Routes to School: These should be mandatory, but not sure of costs.</p> <p>PS: Why does ACHD continue to get away with such limited public input and access to their planning/taxation processes?? Is there someone at ACHD who has the responsibility to do what your well-designed web site does? Good job on your part!</p> | | Karen Greenwade 83687 | Phone call |
| N/A | All of the projects mentioned must be funded and volpleted at the earliest possible date. These are life saving and life improving measures. Do not delay. | | | Email |
| N/A | Absolutely these two projects are needed & wanted. | | | Email |

| 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) | Format |
|---|--|-----------------------|---|---------------|
| N/A | However, the Nampa Regional Transit development should not go forward. It is not need or wanted. | | | Email |
| N/A | <p>1. The area missed an opportunity years ago by not providing for Eagle Road to become a limited access, freeway, corridor. The area is now too developed to accomplish this and traffic suffers. It is good to see the thinking ahead for SH16. But there are other places in the metro area where now is the time to acquire sufficient ROW to allow to allow future freeways, Hwy 69, I-84 to Kuna for instance.</p> <p>2. Consider grade separated intersections at major streets crossing Eagle Rd. such as Franklin, Fairview, Untick and Chinden. That way through traffic can proceed without stopping. Grade separations would also improve traffic flow at other places, but Eagle Rd should take priority.</p> <p>3. A lot of valuable farm land around Meridian, Nampa, and Caldwell is being taken up by development and can never again be farmed. Consider promoting development to the east of Boise where the land is not suitable for farming.</p> | | | Email |

January 23, 2018

Matt Stoll, Director
Community Planning Association of Southwest Idaho
700 NE 2nd Street, Suite 200
Meridian, ID 83642

**RE: Proposed Regional Transportation Improvement Program (TIP) Changes
State Highway 16, I-84 to US 20/26**

Mr. Stoll,

The Idaho Transportation Department (ITD) proposes over \$6 million be programed in the transportation improvement plan for a study and preliminary engineering on the above-referenced project by moving the project from the unfunded list in the TIP to the funded list.

Communities in Motion (CIM) identifies over 30 unfunded, prioritized, regionally significant transportation needs. State Highway 16 is listed #14 on the unfunded list. The subject segment, from Interstate 84 to Chinden Boulevard (US 20/26), is included in a larger, longer-term project: *State Highway 16/McDermott Road, Kuna-Mora Road to Ada/Gem County Line*.

The City of Boise supports advancing and completing high-volume, regional corridors such as State Highway 44/State Street (including the State/Glenwood intersection) (CIM unfunded priority #2) and US Highway 20/26 (Chinden), Middleton to Locust Grove (CIM unfunded priority #3), before expanding the funded list to include State Highway 16 at this time. The City of Boise does not support ITD's proposed addition of the SH-16 project to the TIP funded list.

Sincerely,



David H. Bieter

cc: Toni Tisdale, COMPASS

Public Comments Received (Verbatim)

FY2018–2022 Regional Transportation Improvement Program Amendment

Public Comment Period: February 21 – March 7, 2018

Total number of comments received by COMPASS: 3 (Email: 3)

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

| 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 HWY 95 bridge near Parma is a critical structure for the north-south HWY 95. Western Canyon County region benefits greatly from this 129K truck route. Emergency detour is officially on ITD maintained facilities, HWY 19 to I-84. This route supports 129K trucking. In reality, truck drivers go on the shortest route regardless of roadway and bridge capacity. These are Highway District maintained roadways such as Notus Road and Wamstad Road with bridges across the Boise River.</p> <p>The 2017 flood waters came up close to the bridge. ITD cleared debris off the bridge. Surrounding land was flooded but HWY 95 and the bridge remained open. However, US Army Corps of Engineers reported flows at the Glenwood Bridge in Boise. During the Canyon County flood meeting, ITD and other local jurisdictions “educated” USACE staff regarding flood water flow at the HWY 95 Parma bridge. USACE did finally acknowledge that they would have to monitor flow at this location.</p> <p>Golden Gate Highway District No. 3 greatly supports the TIP amendment to study the HWY 95 Parma bridge and the Boise River.</p> | <p>Thank you, Gordon! Your comments will be shared with the COMPASS Board and IT Board.</p> | <p>Gordon Bates, P.E. Director of Highways Golden Gate Highway District No. 3</p> | <p>Email</p> |
| <p>Good Day; I am not a commuter, or bus rider. I have used a lot of public transport outside of the USA. That said, I think our public transport should have the following priorities; Rail service to Caldwell, and then Mountain Home. This to coordinate with local bus routes. In Boise all bus stops should be covered, with three sides, and, eventually, an electronic read out of times for the next bus. Thank you, for asking.</p> | <p>Hi Mr. Looze: Thank you for your comments, which will be shared with the COMPASS Board.</p> | <p>John Looze</p> | <p>Email</p> |
| <p>I support the proposed TIP amendment #3 to fund the Boise River study at Parma (in lieu of an urban allocation study).</p> | <p>Thanks for your comments! They will be shared with the COMPASS Board.</p> | <p>Don Matson, AICP</p> | <p>Email</p> |

Public Comments Received (Verbatim)

FY2018–2022 Regional Transportation Improvement Program Amendment

Public Comment Period: May 14 – May 28, 2018

Total number of comments received by COMPASS: 7

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

| 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>Toni</p> <p>As you know I'm not a big fan of having "bike lanes" on so many of our roadways. This is a great idea for Eagle Road over the north channel. I certainly support it.</p> <p>Separating bike lanes from roadways is surely safer. I understand that ACHD is considering having a combined sidewalk/bike lane on their new Eagle Road project from Amity to Victory; a great idea in my opinion.</p> <p>I would hope it is also considered for the upcoming Ten Mile Road project from Ustick to Chinden.</p> <p>Take care Toni</p> <p>Mac, Sent from my iPhone</p> | <p>Thank you for your response, Mac!</p> <p>We will share your support for the project with the COMPASS Board and City of Eagle.</p> <p>Toni G. Tisdale Principal Planner</p> | | Email |
| <p>I emailing to express my support for the Bicycle and Pedestrian bridge over Eagle Road. My family and I live in XXX XXXXXX and we would love to have the ease and availability of walking and biking in to downtown Eagle.</p> <p>Thank you, Angie Creasey</p> | <p>Thank you, Ms. Creasey!</p> <p>We will share your support for this project with the COMPASS Board of Directors and the City of Eagle.</p> <p>Toni G. Tisdale Principal Planner</p> | 83642 | Email |
| <p>Hi Tony The bike/ped bridge is a great idea for this area. Go for it! Are there any conceptual drawings of the proposed structure?</p> <p>Public Comment Opportunity: Amendment to Regional Transportation Improvement Program</p> <p>Comments are being accepted on a proposed amendment to the Regional Transportation Improvement Program (TIP). The City of Eagle applied for a new project to add a bicycle and pedestrian bridge over the North Channel of the Boise</p> | <p>Thank you for your comments, Mr. Guise.</p> <p>Your comments will be shared with the COMPASS Board of Directors and City of Eagle.</p> <p>COMPASS engaged a consultant, along with the City of Eagle, to complete a concept level report on this project in 2016. The entire report, including concept plans and renderings, is provided on the COMPASS website: http://www.compassidaho.org/documents/prodser/report_s/EagleRoadBikePedBridgeProjectDevelopmentFinal_04-12-16.pdf</p> | | Email |

| <p align="center">Comment</p> <p>(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>River in the City of Eagle. The bridge would be adjacent to State Highway 55 (Eagle Road) on the west side of the highway, connecting existing pathways to the north and south of the river.</p> | <p>Toni G. Tisdale Principal Planner</p> | | |
| <p>Hello, we would like to encourage more pedestrian walkways for foot traffic in Eagle. It's very hard to get from our neighborhood XXXXXX XXXXX over to downtown Eagle to enjoy the restaurants, market etc. I hope that these comments will help to have more pathways. Thanks! Dilara Sent from my iPhone</p> <p>Reply: Great, thank you! Finishing the pathway to eagle island and a path to the area by T-sheets that is being developed would also be great! Thanks</p> <p>Sent from my iPhone</p> | <p>Thank you for your comments, Dilara. Your comments will be shared with the COMPASS Board of Directors and the City of Eagle.</p> <p>Toni G. Tisdale Principal Planner</p> <p>Reply 2: Thank you! We will add your additional comments with your original statements.</p> <p>Toni</p> | <p>83616</p> | <p>Email</p> |
| <p>As a resident of Eagle, I think we need to do everything we can to encourage more foot and bike traffic. A pedestrian walkway would make going into downtown Eagle safer and faster for my family and would help ease the traffic congestion our growing town is dealing with. My family and others would be more likely to frequent Eagle restaurants and businesses more often if we were able to do so more easily by bike or foot.</p> <p>Thank you,</p> <p>Jackie Moran, Sent from my iPhone</p> | <p>Thank you for your comments, Ms. Moran:</p> <p>Your comments will be shared with the COMPASS Board of Directors and the City of Eagle.</p> <p>Toni G. Tisdale Principal Planner</p> | | <p>Email</p> |
| <p>This bridge is a real good idea. The amount of cars parking by the north bound river has increased over the past couple years and continues to increase. I see more and more people biking and walking over eagle rode to cross from one side to the other. It is only a matter of time before a distracted driver injuries a pedestrian. I am in favor of this project and hope to see it expedited.</p> <p>Thanks, Kevin</p> | <p>Thank you for your comments, Kevin.</p> <p>Your comments will be shared with the COMPASS Board of Directors and the City of Eagle.</p> <p>Toni G. Tisdale Principal Planner</p> | | <p>Email</p> |
| <p>May 28, 2018</p> <p>Dear COMPASS,</p> <p>I am writing to comment on your proposed TIP Plan. I will just make my comments below:</p> | <p>Hi Ms. McLaughlin:</p> <p>Thank you for your comments and questions. Please see responses to your questions below. Your comments will be provided to the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p> | <p>83616</p> | <p>Email</p> |

| <p align="center">Comment</p> <p>(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> |
|--|---|--|-------------------------------------|
| <ul style="list-style-type: none"> • Why are you spending 10's of millions of dollars for VRT? What are the ridership numbers that justify such expenditures? • Why are you spending money on Highway 16 to study future traffic projections? I can tell you in one word what they are: Gridlock. Why not spend the money for acquisition of property so you can start building it instead of studying it. • Why are you spending 12 million for the Black Creek interchange instead of widening Chinden from Eagle Road to Locust Grove? Much more effective use of funds! • Who approved a continuous flow intersection at Hwy 55 and 44? Did the City of Eagle ask for this? I don't remember ever seeing anything on this proposal. I saw a presentation on the Linder and Chinden intersection but never one here before. I have seen no advertising about this possibility. Please explain. • My biggest question is why are you waiting until 2021 to widen Chinden from Eagle Road to Locust Grove.? This is a nightmare. You need a dedicated right turn lane going south on Eagle Road and to widen the whole intersection going west. • My last comment is I see lots and lots of money for COMPASS. • Build Roads Please. We need another interchange off I 84 to relieve Eagle Road, Hwy 16 would help tremendously, or another north/south connection form Chinden to Hwy55.(Cement Plant) <p>I like most of your proposals but the above ones seem to me to need another look. Thank you for the opportunity to provide my comments.</p> <p>Sincerely,</p> <p>Diane McLaughlin XXXXXXXXXXXXXXXXXX Eagle, ID 83616 ddmclaughlin7@aol.com XXX-XXX-XXXX</p> | <ul style="list-style-type: none"> • Much of the funding for Valley Regional Transit is to replace existing buses that have reached the end of their useful life, as well as current operations funds for existing services. This allows the Valley Regional Transit system to continue to operate as it is, but it does not provide the ability for expansion of current service. In FY2017, Valley Regional Transit reported approximately 1.4 million rides on their systems. • The study on State Highway 16 will help the Idaho Transportation Department determine the right-of-way needs for the State Highway 16 expansion, which will tell them what property will need to be acquired. • The Idaho Transportation Department must plan projects for the entire State of Idaho. The I-84 Blacks Creek Interchange was built in 1963 and is considered to be in poor condition. The interchange also has safety needs due to the increased speed limit to 80 miles per hour on the interstate. The ramps were not designed for this high of speed. • The Idaho Transportation Department started preliminary design work on improvements to the intersection of SH-55 (Eagle Road) and SH-44 (State Street) as early as FY2013. The project was removed from the TIP in FY2016 and added back in FY2017. Design for this project started in the spring 2018. ITD will hold public meetings as they enter the design stage of the project and more information will become available. Construction is currently scheduled for funding in FY2021. • Funding is extremely limited, especially for projects that add capacity (widening). In addition, it takes several years to complete design work and right-of-way acquisition for complex projects, such as the US 20/26 (Chinden Boulevard), Locust Grove Road to State Highway 55 (Eagle Road) project. Design work just started on this project in FY2017. Right-of-way acquisition is scheduled to begin in FY2018. Construction funds are currently scheduled in FY2021; however, if the project | | |

| 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 |
|---|---|--|------------------------------|
| Reply 2: Thank you for responding to my concerns. Diane Sent from my iPhone | progresses faster than anticipated and funding becomes available, ITD has the option of advancing construction to an earlier year. | | |
| Thank you thinking of the masses of bicyclist who are in dire need of their own bridge while the rest of us sit in traffic while little is done to make the roads more efficient (like widening....let's see Chinden, 10-Mile, 5-Mile, Cloverdale, Linder, Locust Grove.....basically ever street that needs more than one lane in each direction. But lets keeps all that bike traffic flowing. Asses | Good morning: Thank you for your comments. They will be shared with the COMPASS Board. Toni G. Tisdale Principal Planner | | Email (after deadline) |

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