



Working together to plan for the future

FY2019-2023 Regional Transportation Improvement Program

Report No. 01-2019

Adopted by the COMPASS Board of Directors on October 15, 2018
Resolution No. 03-2019

Amended November 13, 2018, December 17, 2018, February 25, 2019,
April 15, 2019, May 14, 2019, June 18, 2019, July 9, 2019, September
10, 2019, and December 16, 2019

Modified October 18, 2018, November 19, 2018, December 14, 2018,
January 16, 2019, February 08, 2019, February 20, 2019, March 8, 2019,
March 18, 2019, April 9, 2019, May 8, 2019, June 7, 2019, June 17,
2019, June 21, 2019, July 19, 2019, August 12, 2019, August 27, 2019,
September 16, 2019, November 18, 2019, and December 17, 2019

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

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RESOLUTION NO. 03-2019

**FOR THE PURPOSE OF APPROVING THE
FY2019-2023 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 August 1 and August 30, 2018, for people to review and comment on proposed projects in the program;

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

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2019-2023 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 FY2019-2023 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

Adopted this 15th day of October 2018.

By: 

David L. Case, 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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IN A NUTSHELL

TOTAL BUDGETED FOR TRANSPORTATION IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

\$725,469,000

\$13 MILLION
TOWARDS PUBLIC TRANSPORTATION ASSETS

\$110 MILLION
TOWARDS PAVEMENT IMPROVEMENTS

\$322 MILLION
TO IMPROVE TRUCK TRAVEL TIME RELIABILITY ON THE INTERSTATE

\$377 MILLION
TO IMPROVE TRAVEL TIME RELIABILITY ON THE NATIONAL HIGHWAY SYSTEM



5 REPLACED BRIDGES AND 5 REHABBED BRIDGES ON NATIONAL HIGHWAY SYSTEM



590 PROJECTED CRASHES REDUCED (OF ALL SEVERITIES)



\$22 MILLION PER YEAR IN DEFERRED LOCAL ROADWAY MAINTENANCE



1 PUBLIC TRANSPORTATION ROUTE REDUCED DUE TO LACK OF FUNDING

INTRODUCTION

A Regional Transportation Improvement Program (TIP) is a short-range (three- to five-year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The State Transportation Improvement Program (STIP) is the state's short-range capital improvement program. The STIP references projects in Ada County and Canyon County via the Community Planning Association of Southwest Idaho's (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 (ACHD), Boise State University, Canyon County, Canyon Highway District No. 4, Capital City Development Corporation (CCDC), Idaho Department of Environmental Quality (DEQ), Golden Gate Highway District No. 3, 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 first four years of the TIP are of particular interest since these years are considered "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 2018 at www.compassidaho.org/prodserv/transimprovement.htm under "Annual Listing of Projects."

This document includes all federally and state funded projects and those non-federally funded projects deemed "regionally significant" for air quality purposes in Ada County (see page 31 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; the Nampa Urbanized Area includes the cities of Nampa, Caldwell, and Middleton. Both urbanized areas also include adjacent densely settled areas outside of city limits (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 particulates; 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.

I. INFLATION FACTORS

The Federal Highway Administration (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.

COMPASS also maintains a project list in “current dollar format,” meaning the costs are not inflated for balancing purposes. This format is posted on the website and is most typically the project list used by COMPASS and sponsoring agencies.

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 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 Participation Plan (Chapter 2 of the *COMPASS Integrated Communication Plan*¹).

Chapter 2 of the *Integrated Communication Plan* specifically outlines the public involvement process for the TIP.

Local Government Input. COMPASS staff met with elected officials and local government staff in Ada and Canyon Counties to solicit their desired transportation projects for inclusion in this document from August through December 2017.

¹ COMPASS Integrated Communication Plan:
http://www.compassidaho.org/documents/comm/FINAL_2018_COMPASS_Integrated_Communication_Plan.pdf

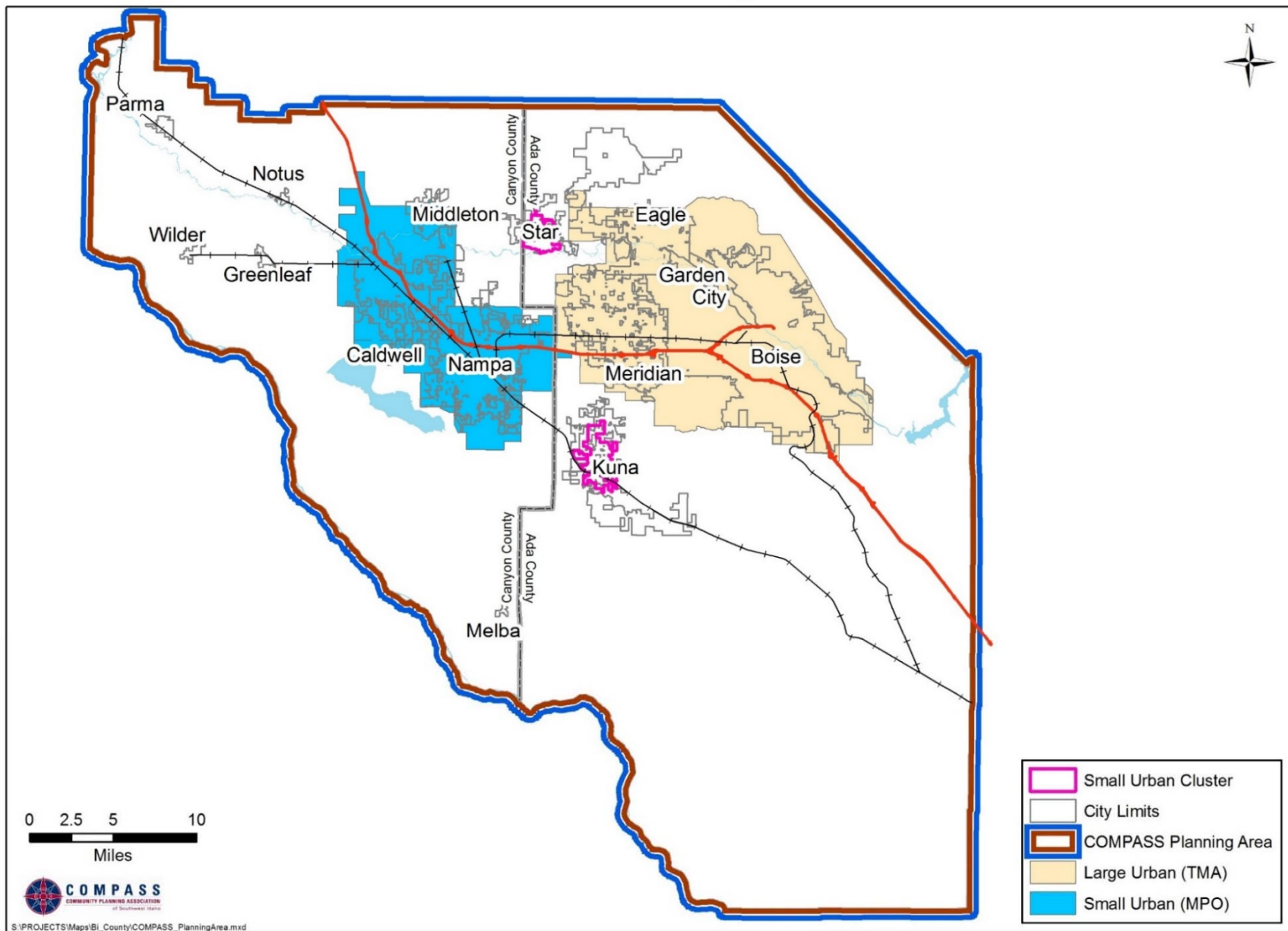


Figure 1: COMPASS planning area

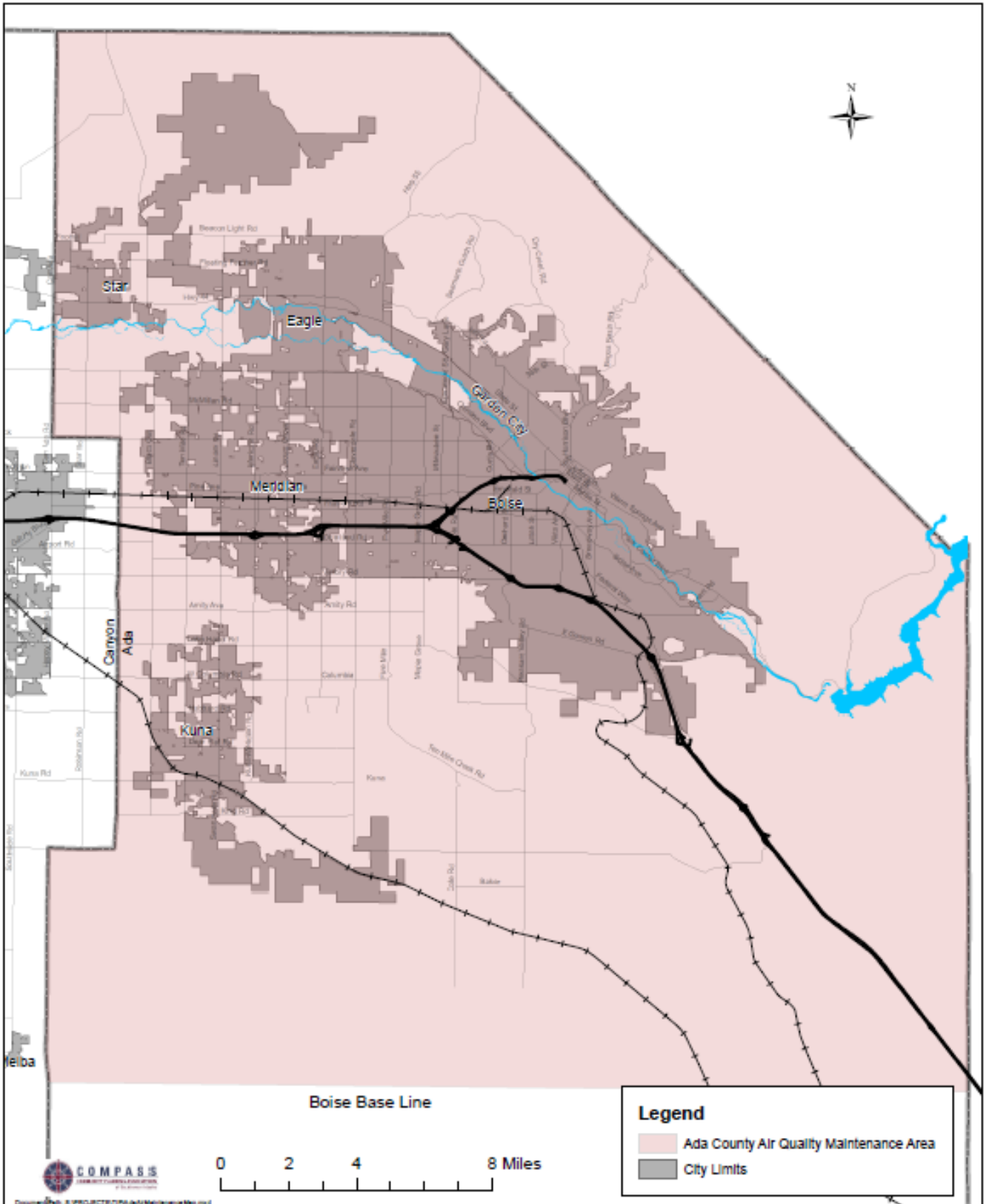


Figure 2: Northern Ada County air quality maintenance area

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 members reviewed and ranked all project applications, resulting in a recommendation of funded projects to the COMPASS Board of Directors. RTAC members were also involved throughout the TIP development process, including recommending selection criteria in the COMPASS Funding Application Guide, federal performance measure targets, and the draft project list.

30-Day Public Comment Period. Public comment on the draft FY2019-2023 TIP project list was solicited from August 1 through August 30, 2018. The public comment period was promoted online on the COMPASS website², COMPASS social media accounts, and online community calendars; in a news release, newspaper advertisements, and legal notices; via email and postcards; and with flyers distributed to local libraries and public offices.

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 included with all TIP materials.

COMPASS website. All draft TIP materials, including those for the air quality conformity analysis and FY2019 federal Program of Projects proposed for funding by Valley Regional Transit, were available on the "Comments and Questions" webpage³ from August 1 through August 30, 2018.

Public comment materials posted online included the detailed and basic project lists, the major changes list, VRT's FY2019 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 comment, including information on the open house and a list of locations with comment materials, were also posted online.

² COMPASS website: www.compassidaho.org

³ COMPASS "Comments and Questions" web page: <http://www.compassidaho.org/comm/comments.htm>

Open House. COMPASS hosted one open house: Tuesday, August 14, 2018, 3:00 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 ITD and VRT gave brief presentations on projects in the TIP that are managed by their agencies. ACHD, ACHD Commuteride, and VRT set up static displays for the public to view throughout the open house.

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



Figure 3: COMPASS open house

- Ada Community Libraries
 - Hidden Springs Branch
 - Lake Hazel Branch
 - Star Branch
 - Victory Branch
- Boise City Libraries
 - Cole and Ustick Branch
 - Bown Crossing Branch
- Caldwell Public Library
- Canyon County Courthouse
- COMPASS office
- Eagle City Hall
- Eagle Public Library
- Garden City Public Library
- Kuna Public Library
- Meridian Library District
 - Cherry Lane Branch
 - Overland Branch
- Melba City Hall
- Middleton Public Library
- Nampa Public Library
- Notus Public Library
- Patricia Romanko Public Library (Parma)
- Wilder City Hall

Legal Notice. COMPASS published a legal notice for the TIP public comment period in the *Idaho Statesman* and the *Idaho Press* (August 1-3, 2018)

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

Idaho Statesman: August 1, August 9, and August 28, 2018

Idaho Press: August 1, August 9, and August 28, 2018

Kuna Melba News: August 1, August 8, August 22, 2018

Meridian Press: August 3, August 10, and August 24, 2018

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

News Release. COMPASS sent out a news release notifying the public of the comment period and open house; the news release was sent to local and regional media on August 1, 2018. Two news articles (Idaho Press⁴, August 2, 2018 and Kuna Melba News⁵, August 8, 2018) resulted from the news release.

Email and Mail. COMPASS sent four emails to 1,332 people publicizing the TIP public comment period.

COMPASS mailed 23 postcards on August 3, 2018, to interested individuals who prefer to be contacted via US Mail.

Flyer. COMPASS created a flyer (English⁶ and Spanish⁷) advertising the TIP public comment period and open house; the flyers were distributed to 21 public locations in the two-county area. Additionally, COMPASS requested that committee and workgroup members post flyers in their offices and other public locations in their jurisdictions.

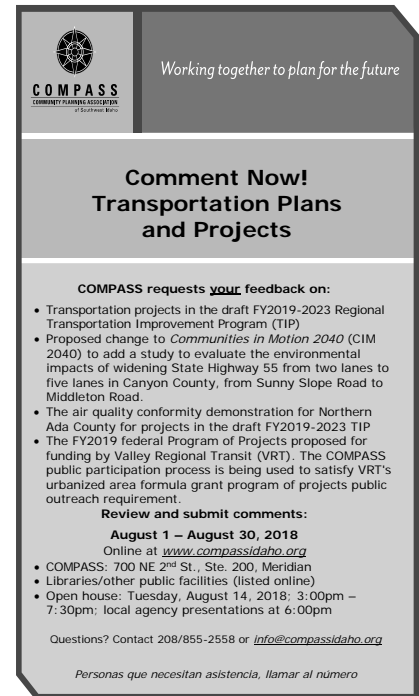


Figure 4: Newspaper advertisement

⁴ Idaho Press website:

http://www.compassidaho.org/documents/comm/articles/2018/August/SH55_IdahoPress.pdf

⁵ Kuna Melba News website:

http://www.compassidaho.org/documents/comm/articles/2018/August/COMPASS_KM.pdf

⁶ Flyer (English):

http://www.compassidaho.org/documents/prodserv/trans/FY18/SummerPubComm/FlyerFY1923_English.pdf

⁷ Flyer (Spanish):

http://www.compassidaho.org/documents/prodserv/trans/FY18/SummerPubComm/FlyerFY1923_Spanish.pdf

Social Media. COMPASS posted information about the TIP public comment period on its social media throughout the public comment period.

- Facebook⁸: COMPASS posted information about the public comment period 11 times from August 1 – August 30, 2018. These Facebook posts resulted in a total audience reach of 1,664 and 183 engagements.
- Twitter⁹: COMPASS tweeted information about the public comment period 17 times from August 1 – August 30, 2018. These tweets resulted in a total of 11,000 viewer impressions and 397 engagements.
- Instagram¹⁰: COMPASS posted information about the public comment period seven times from August 1 – August 30, 2018. These posts resulted in 37 engagements.
- Executive Director's Blog¹¹. COMPASS used the Executive Director's Blog to help publicize the comment period and discuss issues related to the public comment materials. One blog was posted during the public comment period, "Prioritizing: Time, Money, and Transportation." The blog was posted on August 7, 2018.

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

- *Idaho Business Review* online calendar
- *Idaho Press* online calendar
- *Idaho Statesman* 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 English¹² and Spanish¹³ 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 flyer, 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,

⁸ Facebook: www.facebook.com/compassidaho

⁹ Twitter: www.mobile.twitter.com/COMPASSIdaho

¹⁰ Instagram: www.instagram.com/compassidaho/

¹¹ COMPASS Executive Director's Blog: www.compassidaho.blogspot.com

¹² Brochure (English):

http://www.compassidaho.org/documents/prodserv/trans/FY18/Brochure_FY19-23_English_Final.pdf

¹³ Brochure (Spanish):

http://www.compassidaho.org/documents/prodserv/trans/FY18/Brochure_FY19-23_Spanish.pdf

fax, or hard copy or online comment forms. Assistance was offered to those unable to submit comments in writing. 78 public comments were received (see Appendix B). Figure 5 shows the demographic data collected from public comment forms submitted to COMPASS.

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.

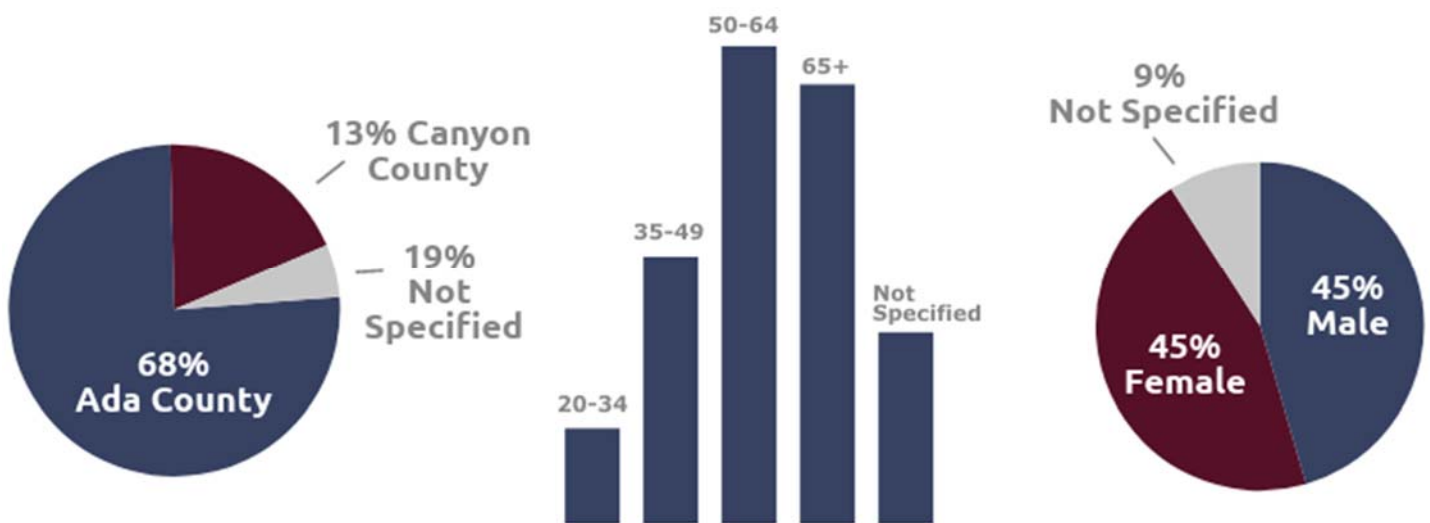


Figure 5: Public comment demographic data

III. TIP ACHIEVEMENT

Each project funded in the TIP supports one or more COMPASS performance measures as identified in CIM 2040 and/or supports federally required performance measures. 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 and federally required performance measures.

Staff is constantly evaluating better ways to evaluate data to report the analysis in a more meaningful way. As methods are developed, staff will update the reports.

COMPASS Performance Measures

CIM 2040 includes performance measures and targets 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 (PM) were grouped into 13 “achievement categories.” The entire list of performance measures is posted online¹⁴. Table 1 provides a matrix demonstrating how the TIP achievement categories reflect the full 56 performance measures. The numbers shown in the right column correspond to the performance measure numbers in the online document.

Table 1: TIP Achievement Categories

TIP Achievement Category	Example of Type of Projects	CIM 2040 Performance Measures (PM)
Maintenance	<ul style="list-style-type: none"> Projects to maintain the current transportation system (roadway chip seals, rehabilitation, or replacing a public transportation vehicle) 	*
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 downtowns 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
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.

¹⁴ COMPASS Performance Measures:

http://www.compassidaho.org/documents/prod_serv/PerformanceMeasuresBoardofficial.pdf

** 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)? • Replace a vehicle for public transportation?
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)
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 map¹⁵)? (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 index¹⁶? (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)

¹⁵ COMPASS web page for infill area map:
http://www.compassidaho.org/dashboard/Maps/Infill_Areas_14.jpg

¹⁶ COMPASS web page for travel time index:
http://www.compassidaho.org/documents/prodsvr/reports/2014_ChangeinMotionReportFinal.pdf

TIP Achievement Category	Criteria
Open Space	Does the project improve bicycle or pedestrian access to or build: <ul style="list-style-type: none"> • A trail and/or pathway¹⁷? (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. A project may meet the goals of up to five different performance measures. These measures are not weighted, but are reported based on the number of performance measures for each project. For example, if a project meets the goals of two performance measures, each measure reports 50% of the project cost.

Table 3: Analysis of TIP Achievement

TIP Achievement Category	*Number of Projects	**Dollar Amount	*Percentage of Dollar Amount
Maintenance	43	\$94,266,000	12.99%
Transportation Infrastructure	24	\$37,999,000	5.24%
Congestion Reduction/System Reliability	44	\$118,501,000	16.33%
Freight Movement and Economic Vitality	28	\$111,957,000	15.43%
Transportation Safety	61	\$116,350,000	16.04%
Environmental Sustainability	28	\$8,121,000	1.12%
Land Use	7	\$1,760,000	0.24%
Housing	11	\$11,166,000	1.54%
Community Infrastructure	63	\$120,495,000	16.61%
Health	25	\$11,240,000	1.55%
Open Space	13	\$3,110,000	0.43%
Farmland	26	\$33,388,000	4.60%
Support	31	\$57,138,000	7.88%
	TOTAL:	\$725,491,000	100.00%

*Most projects are reported in multiple TIP achievement categories.









**Totals may not sum due to rounding.

¹⁷ COMPASS web page for sidewalks and multiuse pathways map: http://www.compassidaho.org/documents/prodserv/CIM2040/Maps/CurrentPathways_5_1%5bConverted%5d.pdf

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 and most others following by May 2019. The federal targets are represented in the TIP project list with icons. Table 4 shows the federal target areas and deadlines for reporting, with currently-approved targets highlighted in gray.

Table 4: Federal Performance Measures

Icon in TIP Project List	Targets	MPO Target Deadline (updates)	Reporting Deadline
	Safety	February 2018 (annually)	May 2018
	Transit Asset Management	October 2018 (annually)	October 2018
	Pavement Condition	November 2018 (every two years)	May 2019
	Bridge Condition		
	Level of Travel Time Reliability	November 2018 (every four years)	
	Freight Movement		
	Congestion Mitigation Air Quality – Emissions		
	Congestion Mitigation Air Quality – Traffic Congestion	November 2022 (biennially)	

Approved targets are provided below, with analysis regarding projected outcomes. Additional analysis will be provided in future updates. It is important to note that support of statewide targets does NOT mean that COMPASS will be required to address a regional “share” of the statewide goals; that is, COMPASS does not have specific goals for Ada and Canyon Counties. It simply means that COMPASS will support ITD in its statewide efforts.



Safety Targets

On December 18, 2017, the COMPASS Board of Directors adopted a position to support the statewide safety targets established by ITD, which is to improve upon the five-year statewide average (2014-2018) (Table 5).

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 per 100 million miles

Grey highlight = current target

The following projects with an emphasis on safety (Table 6) are included in the FY2019-2023 TIP. An analysis is provided regarding how each project is expected to decrease fatalities and serious injuries through a reduction in overall crashes based on measures reported in the Crash Modification Factors (CMF) Clearinghouse, which contains predictive data based on studies of similar projects across the nation.

Overall, projects that emphasize safety in the FY2019-2023 TIP are projected to reduce the number of crashes by 590 of all severities in Ada and Canyon Counties.

Table 6: Analysis of Safety Projects in the FY2019-2023 TIP

Key Number	Project ¹	Counter Measures ²	Expected % change based on CMF data	Expected actual change in crashes ³
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Bicycle and pedestrian bridge	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
13484	Centennial Way Roundabout, Caldwell	Install multi-lane roundabout	Decrease KABC crashes 63%	-25 crashes
20842	Cloverdale Road, Camas Drive to Trutina Avenue and Overpass, Boise	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-4 crashes
13486	Colorado and Holly, Signal and Pedestrian Improvements, Nampa	Install traffic signals	Decrease KABC crashes 22%	-2 crashes
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-16 crashes
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	Construct dual lane offset roundabout	Decrease KABC crashes 45%	-3 crashes
21999	Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	Install traffic control signal, pedestrian crossings, and a raised median	Decrease all crashes 93%	-147 crashes
20799	I-84, Karcher Road Interchange to Northside Boulevard, Nampa	Widen road	Decrease KABC crashes 30%	-31 crashes

Key Number	Project ¹	Counter Measures ²	Expected % change based on CMF data	Expected actual change in crashes ³
20798	I-84, Northside Boulevard to Franklin Boulevard, Nampa	Widen road	Decrease KABC crashes 30%	-48 crashes
21863	Intersection Improvements, District 3	Widening, adding turn lanes, signage, signals, signal timing, lighting, and accessibility	N/A	N/A
22100	ITS, Advanced Signalization, Ada County, ACHD	Improve traffic signal operations	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
RD202-17	Linder Road, Cayuse Creek Drive to US 20/26 (Chinden Boulevard), Meridian	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-1 crash
RD213-16	Linder Road, Franklin Road to Pine Avenue, Meridian	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-15 crashes
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	Install multi-lane roundabout, bicycle lanes, curb, and gutter	Decrease all crashes 43%	-7 crashes
RD202-18	Linder Road, Ustick Road to McMillan Road, Meridian	Install bicycle lanes, curb, and gutter	Decrease KABC crashes 39%	-7 crashes
20613	Lone Star Road and Middleton Road, Intersection Improvements, Nampa	Install traffic signal	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	Construct roundabout	Decrease KABC crashes 35%	-4 crashes
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
22076	Pathway, Grimes Pathway, Nampa	Extend pathway	N/A	N/A
20076	Pathway, Indian Creek, 4 th Avenue to the Greenbelt, Caldwell	Multi-use pathway, pedestrian bridges, crosswalk, and lighting	N/A	N/A
20141	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	Multi-use pathway	N/A	N/A

Key Number	Project ¹	Counter Measures ²	Expected % change based on CMF data	Expected actual change in crashes ³
22070	Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa	Extend pathway and install rapid flashing beacon	N/A	N/A
22050	Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa	Extend pathway	N/A	N/A
19855	Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa	Install bicycle lanes and bicycle boulevard, crosswalks, pedestrian hybrid beacon, and rapid flashing beacon	Decrease all crashes 75%	-34 crashes
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	Improvements include crosswalks, bulb-outs, and lighting	N/A	N/A
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43 rd Street, Garden City	Install pedestrian hybrid beacon	Decrease KABC crashes 15%	-<1 crash
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
22034	Railroad Crossing, Midland Boulevard, Nampa	Upgrade signals	N/A	N/A
19875	Railroad Crossing, North Linder Road, Meridian	Install crossing signals and gates	Decrease all crashes 99%	-1 crash
20606	Railroad Crossing, Old Fort Boise Road, Canyon County	Install gates	Decrease all crashes 67%	N/A
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 a partial (½) continuous flow intersection (CFI)	N/A	N/A
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Widen road	N/A	N/A
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Widen road	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) and Florida Avenue, Intersection Improvements, Caldwell	Install "thru-U" intersection	Decrease KABC crashes 62%	-11 crashes
20167	Smith Avenue and Middleton Road, Signals, Nampa	Install traffic signal, crosswalks, and turn lanes	Decrease all crashes 81%	-20 crashes

Key Number	Project ¹	Counter Measures ²	Expected % change based on CMF data	Expected actual change in crashes ³
20275	State Street Lighting, 16 th Street to 23 rd Street, Boise	Install street lighting	Decrease nighttime KABC crashes 32%	-1 crash
21864	US 20/26 (Chinden), SH-16 to Tree Farm Way, Ada County	Install raised medians	Decrease KABC crashes 19%	-4 crashes
21858	US 20/26, Tree Farm Way to Linder Road, Ada County	Install raised medians	Decrease KABC crashes 19%	-9 crashes
19415	US 20/26, Intersection Improvements, Canyon County	Install turn lanes and pave shoulders	Decrease all crashes 36%	-13 crashes
Total Projected Reduction in Crashes				-593 crashes

1. Only safety projects with construction in the first five years of the TIP are included in this table.
 2. Only countermeasures that have Crash Modification Factors applied are listed here.
 3. Based on crash history. Information is not available for every safety-related project.
- K= Fatal crash; A= Serious injury; B= Minor injury; C= Possible injury; O= Property damage
 "All" crashes = K+A+B+C+O



Transit Asset Management

On August 20, 2018, the COMPASS Board of Directors adopted a position to support regional transit asset management targets for "state of good repair" established by Valley Regional Transit (Table 7).

Table 7: Valley Regional Transit – Transit Asset Management Targets

Asset Category	Performance Measure	FY18 Target	FY18 Actual	Variance	FY19 Target
Rolling Stock	Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	21.25%	25.00%	3.75%	27.59%
Equipment		38.50%	24.49%	-14.01%	15.38%
Facilities	Condition - % of facilities with a condition rating below 3.0	25.00%	48.00%	23.00%	46.00%

Grey highlight = current target

Projects listed in Table 8 emphasize transit asset management (state of good repair) included in the FY2019-2023 TIP. The cost is shown only for FY2019-2022, as the draft Transit Asset Management (TAM) Plan is based on a four-year horizon. VRT will post the TAM Plan in fall 2018, after VRT Board approval.

The overall goal of the Transit Asset Management Plan is for all assets to reach a minimum score of at least 2.5 (on a scale of 0-5), bringing the asset inventory to an acceptable level of condition. Over the next four years, VRT estimates a total of approximately \$12 million is needed to meet this goal. The FY2019-2023 TIP includes almost \$13 million budgeted to improve assets in Ada and Canyon

Counties from FY2019-2022. However, VRT is in the process of reviewing funds for the small urban area (key number 18781 totaling \$4.4 million) due to an anticipated shortage in required local match. This project requires a total of \$885,800 in local funds. Therefore, despite what is currently budgeted, VRT does not anticipate they will meet the target over four years unless additional funding is realized. Operations of the public transportation system is also being affected by lack of local funding. In FY2019, one route is being reduced. Additional reductions could occur in future years.

Table 8: Analysis of Transit Asset Management Projects in the FY2019-2023 TIP

Key Number	Project ¹	Asset Category	Total Cost FY2019-2022	Total Required Local Match
18847	Capital Maintenance, VRT, Boise Area – FY2019	Rolling Stock	\$1,177,000	\$86,392
19057	Capital Maintenance, VRT, Boise Area – FY2020	Rolling Stock	\$1,541,000	\$113,109
18905	Capital Maintenance, VRT, Boise Area – FY2021	Rolling Stock	\$1,510,000	\$110,834
19763	Capital Maintenance, VRT, Boise Area – FY2022	Rolling Stock	\$1,478,000	\$108,485
13906	Capital Maintenance, VRT, Nampa Area – FY2020	Rolling Stock	\$159,000	\$11,671
20136a	Commuteride, Van Replacements, Canyon County – FY2019-2021	Rolling Stock	\$870,000	\$174,000
18788	Transit – Rolling Stock, Infrastructure, and Technology, Boise Area	Rolling Stock, Equipment, Facilities	\$1,180,000	\$236,000
18781	Transit – Rolling Stock, Infrastructure, and Technology, Nampa Area	Rolling Stock, Equipment, Facilities	\$4,429,000	\$885,800
20136c	Transit – Technology, TVT	Equipment	\$25,000	\$5,000
20136b	Transit – Vehicle Replacements, Rural Areas, TVT	Rolling Stock	\$627,000	\$125,400
Total			\$12,996,000	\$1,856,691



Pavement Condition

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide pavement condition targets established by ITD, which is to maintain a certain percent of pavement in “good” condition (Table 9).

Table 9: FY2017 Pavement Conditions and FY2018 Targets

Type of Roadway	Pavement Condition	FY2017 Regional Condition Percentage	FY2017 Statewide Condition Percentage	FY2018 Target
Interstate	Good	31.70%	50.7%	At least 50%
Interstate	Fair	67.10%	47.9%	N/A
Interstate	Poor	1.20%	1.4%	< 4%
Total		100%	100%	
Non-Interstate	Good	37.40%	46.1%	At least 50%
Non-Interstate	Fair	60.60%	51.8%	N/A
Non-Interstate	Poor	2.00%	2.1%	< 8%
Total		100%	100%	

2017 pavement conditions are shown on an interactive map called the COMPASS TIP Viewer found on the COMPASS website¹⁸.

Pavement condition targets aim to keep a certain percentage of pavement in good condition. COMPASS currently does not have the tools to estimate exactly how projects will accomplish the overall goals. However, projects are selected by ITD and local agencies to strategically produce the best treatment for dollars available. Through projects in the FY2019-2023 TIP (Table 10), local agencies plan to spend over \$67 million on pavement condition improvements on non-interstate local roadways, and ITD plans to spend almost \$43 million on interstate and non-interstate roadways over the next seven years.

Even with \$67 million budgeted for non-interstate local pavement improvements in the TIP and additional local funds for pavement improvements, local agencies anticipate a funding shortfall, which will result in deferred maintenance estimated at \$22 million per year in Ada and Canyon Counties.

Table 10: Analysis of Projects that Improve Pavement Condition in the FY2019-2023 TIP

Key Number	Project ¹	Roadway Type	Total Project Cost
19847	*Capital Maintenance, Local, Boise Area – FY2020	Non-Interstate	\$362,000
20159	*Capital Maintenance, Local, Boise Area – FY2021	Non-Interstate	\$350,000
20006	*Capital Maintenance, Local, Boise Area – FY2022	Non-Interstate	\$350,000
20080	*Capital Maintenance, Local, Boise Area – FY2023	Non-Interstate	\$350,000
20683	*Capital Maintenance, Local, Boise Area – FY2024	Non-Interstate	\$350,000
ORN21902	*Capital Maintenance, Local, Boise Area – FY2025	Non-Interstate	\$355,000
13903	*Capital Maintenance, Phase 1, Boise Area – FY2019	Non-Interstate	\$5,541,000
18728	*Capital Maintenance, Phase 1, Boise Area – FY2020	Non-Interstate	\$5,804,000
18701	*Capital Maintenance, Phase 1, Boise Area – FY2021	Non-Interstate	\$5,442,000
19465	*Capital Maintenance, Phase 1, Boise Area – FY2022	Non-Interstate	\$5,875,000
20259	*Capital Maintenance, Phase 1, Boise Area – FY2023	Non-Interstate	\$5,693,000
20674	*Capital Maintenance, Phase 1, Boise Area – FY2024	Non-Interstate	\$5,422,000
ORN21896	*Capital Maintenance, Phase 1, Boise Area – FY2025	Non-Interstate	\$5,546,000

¹⁸ COMPASS TIP Viewer:
<http://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=e9a08e5fccbd4eea8e5fd5f615fe4a5b>
 Contact COMPASS staff if you need assistance at 208-855-2558.

Key Number	Project ¹	Roadway Type	Total Project Cost
20003	*Capital Maintenance, Phase 2, Boise Area – FY2019	Non-Interstate	\$2,383,000
19887	*Capital Maintenance, Phase 2, Boise Area – FY2020	Non-Interstate	\$2,507,000
20129	*Capital Maintenance, Phase 2, Boise Area – FY2021	Non-Interstate	\$2,334,000
20122	*Capital Maintenance, Phase 2, Boise Area – FY2022	Non-Interstate	\$2,509,000
19993	*Capital Maintenance, Phase 2, Boise Area – FY2023	Non-Interstate	\$2,440,000
20538	*Capital Maintenance, Phase 2, Boise Area – FY2024	Non-Interstate	\$2,323,000
ORN21898	*Capital Maintenance, Phase 2, Boise Area – FY2025	Non-Interstate	\$2,378,000
20091	*Capital Maintenance, Phase 3, Boise Area – FY2019	Non-Interstate	\$350,000
ORN22017	*Cherry Lane, Franklin Boulevard to 11 th Avenue North, Rebuild, Nampa	Non-Interstate	\$1,325,000
19951	*Highway 30, Goodson Road to Oasis Road, Canyon County	Non-Interstate	\$2,434,000
20738	I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise	Interstate	\$1,795,000
20203	I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore	Interstate	\$2,168,000
19696	I-84, Farmers Sebree Canal (near Parma Exit) to Franklin Road, Caldwell	Interstate	\$3,728,000
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	Interstate	\$4,863,000
20060	I-84, Sand Hollow Interchange to Farmers Sebree Canal, Seal Coat, Canyon	Interstate	\$1,036,000
ORN21848	I-84B, Blaine/Cleveland Avenue to 10 th Avenue, Caldwell	Non-Interstate	\$1,169,000
20536	Microseals, Ada and Canyon Counties	Non-Interstate	\$7,725,000
ORN22016	*Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	Non-Interstate	\$1,279,000
13964	*Peckham Road, US-95 to Notus Road, Canyon County	Non-Interstate	\$3,672,000
19856	SH-19, Oregon State Line to Caldwell, Seal Coat, Canyon and Owyhee Counties	Non-Interstate	\$1,325,000
19709	SH-44, I-84 near Caldwell to Junction SH-55 North in Eagle	Non-Interstate	\$2,141,000
ORN21849	SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties	Non-Interstate	\$2,311,000
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	Non-Interstate	\$11,267,000
19645	US-95, Oregon State Line to city of Wilder, Seal Coat, Canyon County	Non-Interstate	\$3,196,000
Total			\$110,098,000

*non-Interstate local roadways (totals \$67 million)



Bridge Condition

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide bridge condition targets established by ITD, which aim to improve or maintain a certain percentage of bridges in “good” condition on the National Highway System (Table 11).

Table 11: FY2017 Bridge Conditions and FY2018 Targets

Bridge Condition	FY2017 Regional Condition Percentage	FY2017 Statewide Condition Percentage	FY2018 Target
Good	38.7%	18.9%	At least 19%
Fair	60.7%	78.8%	N/A
Poor	0.6%	2.3%	< 3%
Total	100%	100%	

2017 bridge conditions are shown on an interactive map called the COMPASS TIP Viewer found on the COMPASS website¹⁹.

Bridge condition targets aim to improve or maintain a certain percentage of bridges in good condition on the National Highway System. In the COMPASS planning area, only two bridges on the National Highway System are considered to be in poor condition. (An additional bridge spanning the Snake River, connecting Canyon County with Owyhee County near the City of Marsing is also in poor condition, but is considered to be in Owyhee County for the purposes of federal performance measures.) However, all these bridges are already budgeted for replacement in the FY2019-2023 TIP (Table 12). Seven additional bridge projects are budgeted to keep bridges from degrading below fair condition.

Table 12: Analysis of Projects that Improve Bridge Condition on the National Highway System in the FY2019-2023 TIP

Key Number	Project ¹	Current Condition	Year Built	Treatment	Total Project Cost
13055	10 th Avenue Bridge, Caldwell	Poor	1956	Replacement	\$2,959,000
19874	I-84, Blacks Creek Road Interchange, Ada County	Poor	1963	Replacement	\$12,320,000
19442	I-84, Oregon State Line to City of Caldwell, Bridge Rehabilitation I-84 at Sand Hollow Road I-84 at Franklin Road I-84 at Purple Sage Road I-84 at SH-44 (Middleton Exit) I-84 at US-20 (Parma Exit)	Fair Fair Fair Fair Fair	1962 2008 1962 1964 1979	Rehabilitation	\$3,859,000
18950	SH-44, Canyon Canal Bridge, Middleton	Fair	1952	Replacement	\$3,383,000
13387	SH-55, Snake River Bridge, Marsing	Poor	1955	Replacement	\$11,527,000
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian	Fair	1956	Replacement	\$3,475,000
Total					\$37,523,000

¹⁹ COMPASS TIP Viewer: <http://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=e9a08e5fccbd4eea8e5fd5f615fe4a5b>
Contact COMPASS staff if you need assistance at 208-855-2558.



Level of Travel Time Reliability

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide level of travel time reliability targets established by ITD, which are to improve travel time reliability (note that this does not mean to *improve* travel times, but to improve the consistency of travel times) on the National Highway System (Table 13).

Table 13: FY2017 Level of Travel Time Reliability and FY2018 Targets

Interstate			
Condition	FY2017 Regional Condition Percentage	FY2017 Statewide Condition Percentage	FY2018 Target
Reliable	92.7%	97.9%	At least 90%
Not Reliable	7.3%	2.1%	
Total	100%	100%	
Non-Interstate			
Condition	FY2017 Regional Condition Percentage	FY2017 Statewide Condition Percentage	FY2018 Target
Reliable	78.6%	91.5%	At least 70%
Not Reliable	21.4%	8.5%	
Total	100%	100%	

2017 level of travel time reliability is shown on an interactive map called the COMPASS TIP Viewer found on the COMPASS website²⁰.

Congestion of roadways and other factors, such as weather, events, or construction, often makes it difficult to predict how long it will take to travel from one destination to another. One day, it may take 20 minutes to travel from the City of Nampa to the City of Boise, and another day, it may take an hour. The overall goal of the level of travel time reliability targets is to make travel times predictable. The intent of these targets is not necessarily to decrease the amount of time it takes to travel, although many of the projects will do just that, but to make travel times as consistent and predictable as possible.

Reliable travel takes less than 50% longer than on an average travel day. Not reliable travel takes more than 50% longer than on an average travel day.

More than \$377 million is budgeted to improve travel time reliability in Ada and Canyon Counties on the National Highway System in the FY2019-2023 TIP (Table 14). Even more funds will be spent on the state and local systems across the region. As these projects are completed, COMPASS will report on how travel times and the reliability of travel on the National Highway System change in the Congestion Management Process report²¹.

²⁰ COMPASS TIP Viewer: <http://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=e9a08e5fccbd4eea8e5fd5f615fe4a5b>
Contact COMPASS staff if you need assistance at 208-855-2558.

²¹ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>.

Table 14: Analysis of Projects that Improve Travel Time Reliability in the FY2019-2023 TIP

Key Number	Project ¹	Roadway Type	Treatment	Total Project Cost
20351	I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell	Interstate	Widen	\$196,997,000
20799	I-84, Karcher Road Interchange to Northside Boulevard, Nampa	Interstate	Widen	\$37,400,000
20798	I-84, Northside Boulevard to Franklin Boulevard, Nampa	Interstate	Widen	\$87,926,000
ORN22100	*ITS, Advanced Signalization, Ada County, ACHD	Non-Interstate	ITS	\$1,790,000
18833	ITS, SH-55 (Eagle Road) Signal Equipment Upgrades, Ada County	Non-Interstate	ITS	\$523,000
20782	*ITS, Smart Arterial Management, Ada County	Non-Interstate	ITS	\$4,337,000
ORN21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	Non-Interstate	Widen	\$6,210,000
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	Non-Interstate	Widen	\$12,350,000
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	Non-Interstate	Widen	\$11,112,000
ORN21864	US 20/26 (Chinden), SH-16 to Tree Farm Way, Ada County	Non-Interstate	Widen	\$6,510,000
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	Non-Interstate	Widen	\$5,550,000
ORN28158	US 20/26 (Chinden), Tree Farm Way to Linder Road, Ada County	Non-Interstate	Widen	\$6,510,000
Total				\$377,215,000

*Project includes many segments, some of which are not on the National Highway System.



Truck Travel Time Reliability (Freight Movement)

On August 20, 2018, the COMPASS Board of Directors adopted a position to support freight movements through statewide level of truck travel time reliability targets established by ITD, which is to improve upon truck travel time reliability on the interstate system (note that this does not mean to *improve* travel time, but to improve the consistency of travel times - similar to the level of travel time reliability above, but specific to truck travel on I-84 and I-184) (Table 15).

Table 15: FY2017 Truck Travel Time Reliability and FY2018 Targets

Interstate			
Condition	FY2017 Regional Reliability Score	FY2017 Statewide Reliability Score	FY2018 Target
Reliable	1.47	1.17	< 1.3

2017 truck travel time reliability is shown visually on an interactive map called the COMPASS TIP Viewer found on the COMPASS website²².

The overall goal of truck travel time reliability is to make freight travel more predictable. Delivery of goods and services in a timely manner is important to the success of the freight industry. The target of 1.3 is based on the score of “1” being an average time it takes to travel through a segment of the interstate. The target of 1.3 means it would take 30% longer at a highly congested level of service to travel through that same segment. The target of 1.3 is the statewide target along I-84. Regional travel through the COMPASS urbanized areas is likely to score higher due to higher rate of traffic in the area.

More than \$322 million is budgeted to improve truck travel time reliability in Canyon County on I-84 in the FY2019-2023 TIP (Table 16). Within the funded projects, several segments currently not performing well will be widened, which is expected to increase the reliability of these segments, and could possibly improve reliability on adjacent segments of the interstate as well. As these projects are completed, COMPASS will report on how truck travel times and the reliability of travel on I-84 change in the Congestion Management Process report.

Table 16: Analysis of Projects that Improve Truck Travel Time Reliability in the FY2019-2023 TIP

Key Number	Project ¹	Treatment	Total Project Cost
20351	*I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell	Widen	\$196,997,000
20799	*I-84, Northside Boulevard to the Karcher Road Interchanged, Nampa	Widen	\$37,400,000
20798	*I-84, Franklin Boulevard to Northside Boulevard, Nampa	Widen	\$87,926,000
Total			\$322,323,000

*Projects include some segments that perform within the target.



Congestion Mitigation Air Quality – Emissions

On August 20, 2018, the COMPASS Board of Directors adopted a position to support congestion mitigation air quality – emissions target established by ITD. The ITD target is zero, as ITD does not use federal funds directed toward Congestion Mitigation Air Quality projects.

IV. AIR QUALITY CONFORMITY

The Interagency Consultation Committee (ICC) approved the assumptions and methodologies employed in the development of the regional emissions analyses and demonstration on June 7, 2018. The roadway project list was also approved by the

²² COMPASS TIP Viewer:

<http://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=e9a08e5fccbd4eea8e5fd5f615fe4a5b>

Contact COMPASS staff if you need assistance at 208-855-2558.

ICC on June 7, 2018. A complete listing of ICC requirements can be found in Idaho Administrative Code (IDAPA 58.01.01.563-574).

Finding. The *Northern Ada County PM₁₀ State Implementation Plan (SIP), Maintenance Plan: Ten Year Update*²³ 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 (VOCs). Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the FY2019-2023 TIP. The complete air quality conformity demonstration, *Conformity Demonstration for the FY2019-2023 Regional Transportation Improvement Program and Amended Communities in Motion 2040*, Report Number 02-2019, is provided under separate cover and can be found online.²⁴

V. LOCAL PLANNING ACTIVITIES

The TIP was developed 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:

2018-2022 Integrated Five-Year Work Plan, ACHD, September 2017.

ACHD's 2016 Capital Improvement Plan, ACHD, August 2016.

Blueprint Boise, City of Boise, November 2011.

Campus Master Plan, Boise State University, January 2016.

Communities in Motion 2040, regional long-range transportation plan for Ada and Canyon Counties, COMPASS, July 2014.

Downtown Boise Mobility Study, VRT, October 2005.

Draft 2019-2023 Integrated Five-Year Work Plan, ACHD, July 2018.

Draft Communities in Motion 2040 2.0, regional long-range transportation plan for Ada and Canyon Counties, Draft for Review, COMPASS, July 2018.

Draft FY19 to FY25 Idaho Transportation Investment Program (ITIP), Draft for Public Comment, ITD, July 2018.

I-84 Corridor Study, Executive Summary, COMPASS, October 2001.

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

Idaho Public Transportation Plan, ITD, April 2018.

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

²³ Northern Ada County SIP: http://www.deq.idaho.gov/media/971222-ada_county_pm10_sip_0213.pdf.

²⁴ Air Quality Conformity Demonstrations: <http://www.compassidaho.org/prodserv/aq-demo.htm>.

Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update, submitted to EPA, March 2013²⁵.

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

State Street Transit and Traffic Operational Plan, Implementation Plan, ACHD, City of Boise, and Valley Regional Transit, June 2011.

State Street Corridor Transit Oriented Development Policy Guidelines, State Street Corridor partners, April 2008.

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

ValleyConnect 2.0, VRT, April 2018.

VI. FUNDING CATEGORIES

Federal funds administered by ITD are received from FHWA, the Federal Transit Administration (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 17 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 sheet²⁶ titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below, including definitions of transportation acronyms.

²⁵ 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.

²⁶ Funding Terms Fact Sheet: <http://www.compassidaho.org/prodserv/transimprovement.htm#understand>.

Table 17: Funding Sources and Uses

Funding source*	What it's used for	Example	Whose 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 Restoration	Replacing or major rehabilitation of a bridge in ITD's jurisdiction.	Replacing an old bridge with a new one.	ITD
Bridge State	Replacing or rehabilitating bridges on the state system.	Fixing a current bridge or replacing an old bridge with a new one.	ITD
Capacity	Roadway projects that add through lanes.	Widen a congested roadway.	ITD
Federal Rail Crossing (Fed RRX)	Projects that enhance transportation safety at railroad crossings using federal funds.	Rebuild railroad crossing or add crossing arms.	Any
Federal Lands Access Program (FLAP)	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
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 populations over 200,000.	Purchasing new buses, or 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, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
FTA 5310 LU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in large urban areas with populations over 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
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)

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
FTA 5311	Planning, developing, improving, and operating public transportation services in large urban areas with populations under 50,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Rural public transportation providers
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 small urban areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in rural areas (5,000 population or less)
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)
Freight	Capital funding to improve freight movement on prioritized freight corridors.	Providing wider turning movements at an intersection.	ITD, local highway districts, or cities (but must be on prioritized freight corridor)
GARVEE 2017	Capital funding obtained through municipal bonding approved by the Idaho Legislature in 2017 to widen roadways or improve safety on corridors specified by the legislature.	Widening I-84.	ITD
Highway Safety Improvement Program (HSIP)	A project that improves safety on state managed roadways.	Adding rumble strips along the side of a road.	ITD
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
Interstate Maintenance (IM)	A project to resurface, restore, rehabilitate or reconstruct most routes on an Interstate System.	Replacing an interchange on I-84.	ITD

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
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
National Highway Performance Program (NHPP)	A project that provides support for the condition and performance of the National Highway System.	Intersection improvements at a congested intersection on a state highway.	ITD
Non-Participating (Local)	A locally-funded project that is currently not part of a federal-aid project.	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."	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
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 – State (STP – State)	Mainly roadway projects for use anywhere in the state. 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.	ITD

Funding source*	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
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
State Funds	Any project on a state-owned facility. Funds are very flexible.	Any type of road improvement, including operations, technology, planning, support projects, and limited alternative transportation.	ITD
Transportation Alternatives Program Urban (TAP – Urban)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 50,000 to 200,000 population.	Building a walking or biking path.	Any local transportation agency, city, or county (including jurisdictions in the Boise Urbanized Area)
Transportation Alternatives Program – Transportation Management Area (TAP – TMA)	Projects that support “alternative” (non-motorized) 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 Source*: The source of funds used to fund the project. These can include funds from federal, state, or local sources.

** *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.

VII. 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 FY2019-2023 Regional Transportation Improvement Program*, Report Number 02-2019.

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."

VIII. 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 to the level that 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 FAST 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 FY2019 through FY2020 are reflective of apportionments in the FAST Act and FY2021 through FY2023 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 to reflect anticipated costs based on the year the project will occur. Inflation is estimated at 2% 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 set-aside 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. The 2018 Idaho Legislature passed only one bill that impacted transportation funding. House Bill 599 repealed the law that allowed courts to report unpaid citations, and ITD to suspend a license for failure to appear or pay fines. This change will result in an estimate \$631,000 reduction in annual fine receipts beginning in FY2019.

Through FY2018, 50% of Idaho's General Fund surplus is allocated annually to help fund the state and local transportation system. Of that 50%, 60% is distributed to ITD and 40% to projects administered by the Local Highway Technical Assistance Council for local projects. The amount transferred at the end of SFY2018 was \$60 million.

The estimated state funding for FY2019 through FY2025 (including preliminary development) for highway capital construction ranges from \$118.2 million to \$155.5 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 ITD 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. In combination with the \$57.7 million existing debt service, the total annual debt service, including \$300 million of additional bonds, would be approximately \$80.8 million (\$74.8 million federal funds, \$6.0 million state matching funds).

B. Public Transportation Funding Assumptions

ITD is the direct recipient of FTA funding for rural and some small urban programs, and Valley Regional Transit is the direct recipient for large urban

and some small urban programs. 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, total estimated federal funding for rural and small urban programs total \$12 million in FY2019, with a 2% increase in FY2020.

Total estimated funding under the FAST Act for non-ITD recipients (transit service providers in the urbanized areas, such as VRT) is estimated to be \$12 million in FY2019, with a two-percent increase in FY2020.

Dedicated state funds of \$312,000 annually are available for vehicle replacement needs under the Vehicle Investment Program, 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. Unlike ITD, the COMPASS Board of Directors opted not to group projects; all projects are listed individually in the COMPASS TIP.

ITD extended the horizon year of the STIP to FY2025. The COMPASS TIP reports the same information; however, the TIP horizon is FY2023 and includes data for FY2024 and FY2025 in a category called preliminary development, or "PD."

Financial Status of ITD Projects

The FY2019-2025 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 51% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, and 49% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's Highway Distribution Account (HDA) and air-fuel tax accounts, and 1% 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 18) 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 FY2019.

Table 18: ITD FY2019 Agency Budget Request – Revision #1 (10/27/17)
 (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)	\$289.5	-	-	\$289.5
Cigarette Tax – for Debt Service (state match)	\$4.7	-	-	\$4.7
Cigarette Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$1.9	-	-	\$1.9
1% Sales Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$16.0	-	-	\$16.0
Aviation Fuel Tax	\$2.2	-	-	\$2.2
Federal	-	\$330.1	-	\$330.1
Local Match	-	-	\$4.2	\$4.2
Services for State Agencies	-	-	\$0.2	\$0.2
Miscellaneous State	\$37.5	-	-	\$37.5
Prior Year Federal Obligated – Unspent (federal spending authority)	-	\$40.0	-	\$40.0
Cash Adjustment	\$33.1	-	-	\$33.1
Total Fund Sources	\$384.8	\$370.1	\$4.4	\$759.3

Expenditures				
Personnel	\$116.2	\$14.0	\$0.3	\$130.6
Operating	\$82.4	\$9.1	\$0.2	\$91.7
Capital Facilities	\$6.5	-	-	\$6.5
Equipment	\$22.0	-	-	\$22.0
Sub-Grantee (pass-through)	\$1.5	\$17.3	-	\$18.8
Contract Construction and Right-of-Way Acquisition	\$150.0	\$277.2	\$3.9	\$431.0
Total Expenditures (spending authority)	\$378.5	\$317.6	\$4.4	\$700.5

Debt Service	\$4.4	\$52.5	-	\$56.9
	51%	49%	1%	

Total Program Funding	\$382.9	\$370.1	\$4.4	\$757.4
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Funds in Excess of Appropriation (Appropriation in Excess of Funds)	\$1.9	-	-	\$1.9
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HDA revenue is obtained from various sources and distributed to multiple agencies. ITD's revenue forecast (Table 19) provides the summary of how these funds are forecasted for FY2019.

Table 19: Highway User Revenue - FY2019

Based on August 2017 forecast

New revenue is the result of 2015 legislation (HB312)

Dollars in millions and rounded – sum may not add due to rounding

Revenue Sources	HDA*	New Revenue	Total
Motor Fuel Taxes	\$274.2	\$71.6	\$345.8
Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection	(\$18.7)	-	(\$18.7)
Less: Ethanol transfer to ITD	(\$17.7)	-	(\$17.7)
Net Motor Fuel to Distribute	\$237.9	\$71.6	\$309.5
Registrations	\$113.0	\$36.6	\$149.6
Other	\$12.2	-	\$12.2
Net to Distribute	\$363.0	\$108.2	\$471.3

Distributions	HDA	New Revenue	Total
ITD (57% HDA) / (60% New Revenue)	\$206.9	\$64.9	\$271.8
Ethanol Transfer to ITD	\$17.7	\$0.0	\$17.7
Total to ITD	\$224.6	\$64.9	\$289.5
Idaho State Police (5% HDA) / (0% New Revenue)	\$18.2	-	\$18.2
Locals (38% HDA) / (40% New Revenue)	\$138.0	\$43.3	\$181.3
Total Distributions	\$363.1	\$108.2	\$471.3

Sub-Allocation of Locals Distribution	HDA	New Revenue	Total
Locals (38% HDA) / (40% New Revenue)	\$138.0	\$43.3	\$181.3
Less: LHTAC	(\$0.4)	(\$0.1)	(\$0.5)
Net Local to Distribute	\$137.6	\$43.2	\$180.8
Cities (30%)	\$41.3	\$13.0	\$54.3
Counties and Highway Districts (70%)	\$96.3	\$30.2	\$126.5

*HDA = Highway Distribution Account

ITD's STIP outlines the department's transportation revenues and expenditures for capital improvement and preservation projects from FY2019 through FY2025. 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 HDA based on past performance and future economic and use factors. The "Available Funding with Match vs. Programmed Projects" amounts in Table 20 include the match and federal funds estimated to be available to programmed projects.

Table 20: Available Funding* with Match vs. Programmed Projects DRAFT FY2019-2025 Idaho Transportation Investment Program
 Amounts in thousands of dollars and rounded.

Program Name	Idaho Transportation Investment Program (ITIP)											
	Statewide Transportation Improvement Program (STIP)								FY2023*		FY2024/2025* (PD)	
	FY2019		FY2020		FY2021*		FY2022*		Available	Program	Available	Program
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Pavement Preservation (Commerce)	\$25,833	\$31,388	\$32,776	\$28,859	\$28,461	\$25,180	\$24,433	\$26,394	\$29,484	\$15,203	\$57,337	\$69,137
Pavement Preservation (Non-Commerce)	\$2,662	\$2,163	\$18,000	\$5,316	\$18,000	\$9,380	\$18,000	\$9,273	\$18,000	\$8,561	\$36,000	\$16,124
Restoration	\$110,601	\$123,279	\$111,708	\$111,428	\$100,012	\$109,901	\$74,786	\$72,777	\$68,568	\$87,121	\$133,341	\$147,364
SHS Pavements	\$139,096	\$156,830	\$162,484	\$145,603	\$146,473	\$144,461	\$117,219	\$108,444	\$116,052	\$110,884	\$226,678	\$232,625
Bridge Preservation	\$15,739	\$12,463	\$13,122	\$13,566	\$20,885	\$22,528	\$12,306	\$14,633	\$15,000	\$18,647	\$30,000	\$30,613
Bridge Restoration	\$69,837	\$69,426	\$84,318	\$60,128	\$63,704	\$65,700	\$66,963	\$82,601	\$65,000	\$72,497	\$130,000	\$145,349
SHS Bridges	\$85,576	\$81,889	\$97,440	\$73,694	\$84,589	\$88,228	\$79,269	\$97,234	\$80,000	\$91,144	\$160,000	\$175,962
Freight	\$9,410	\$16,207	\$10,483	\$9,739	\$10,446	\$11,673	\$10,446	\$7,421	\$10,446	\$9,345	\$20,892	\$6,983
Safety		\$27,389		\$23,895		\$25,909		\$77,271		\$74,773		\$53,141
Capacity		\$67,834		\$55,519		\$47,213		\$5,435		\$390		\$110,568
Safety & Capacity Total	\$109,605	\$95,223	\$36,560	\$79,414	\$52,081	\$73,122	\$79,426	\$82,706	\$80,000	\$75,163	\$160,000	\$163,709
SHS CORE	\$343,687	\$350,149	\$306,967	\$308,450	\$293,589	\$317,484	\$286,360	\$295,805	\$286,498	\$286,536	\$567,570	\$579,280
Early Development	\$645	\$270	\$250	\$50	\$50	\$50	-	-	-	-	-	-
Formula Debt Service + Fees & Interest ¹	\$56,700	\$56,700	\$66,708	\$66,708	\$74,745	\$74,745	\$80,780	\$80,780	\$80,806	\$80,806	\$161,701	\$161,701
System Support	\$7,133	\$8,033	\$6,453	\$7,609	\$6,157	\$6,157	\$6,140	\$6,140	\$6,500	\$6,140	\$13,000	\$13,000
Safety, Local	\$3,851	\$3,852	\$8,957	\$8,957	\$8,942	\$8,942	\$8,942	\$8,942	\$8,942	\$8,942	\$17,884	\$17,533
Railroad Crossings	\$2,178	\$2,337	\$2,219	\$2,400	\$2,219	\$2,205	\$2,219	\$2,195	\$2,219	\$1,115	\$4,437	\$1,835
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	\$75,507	\$76,192	\$89,587	\$90,724	\$97,113	\$97,099	\$103,081	\$103,057	\$103,467	\$102,003	\$207,022	\$204,069
System Planning	\$1,240	\$2,900	\$1,368	\$3,921	\$400	\$400	\$400	\$400	-	\$200	-	\$400
Metropolitan Planning	\$1,852	\$1,852	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$3,789	\$3,789
State Planning and Research	\$6,907	\$6,883	\$7,091	\$7,066	\$7,066	\$7,066	\$7,066	\$7,066	\$7,066	\$7,066	\$14,132	\$14,132
Highway Planning	\$9,999	\$11,635	\$10,354	\$12,882	\$9,361	\$9,361	\$9,361	\$9,361	\$8,961	\$9,161	\$17,921	\$18,321
Transportation Alternatives Program (TAP)	\$3,943	\$3,934	\$3,822	\$3,736	\$3,822	\$3,246	\$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	\$3,421	\$3,422
Highway Statewide Competitive	\$5,654	\$5,645	\$5,533	\$5,447	\$5,533	\$4,957	\$5,533	\$5,533	\$5,533	\$5,533	\$11,065	\$11,066
STP – Local Urban	\$8,718	\$8,812	\$8,748	\$9,009	\$8,748	\$8,706	\$8,748	\$8,754	\$8,748	\$8,996	\$17,496	\$31,735
STP – Transportation Management Area	\$10,503	\$10,202	\$10,949	\$10,949	\$10,949	\$10,949	\$10,949	\$10,971	\$10,949	\$10,949	\$21,897	\$20,477
TAP – Transportation Management Area	\$480	\$480	\$480	\$508	\$480	\$414	\$480	\$463	\$480	\$448	\$960	\$1,099
STP – Local Rural	\$14,321	\$9,707	\$14,796	\$16,926	\$14,796	\$18,006	\$14,796	\$11,314	\$14,796	\$10,075	\$29,592	\$28,223
Bridge, Local	\$5,447	\$8,316	\$5,447	\$2,650	\$5,447	\$4,307	\$5,447	\$6,554	\$5,447	\$7,745	\$10,894	\$15,026
Bridge, Off System	\$4,085	\$5,830	\$4,085	\$4,753	\$4,085	\$2,013	\$4,085	\$6,461	\$4,085	\$6,508	\$8,170	\$4,582
LHTAC Programs	\$27,704	\$27,705	\$33,285	\$33,286	\$33,270	\$33,269	\$33,270	\$33,270	\$33,270	\$33,270	\$66,540	\$65,365
Highway Local	\$43,554	\$43,347	\$44,505	\$44,794	\$44,505	\$44,396	\$44,505	\$44,516	\$44,505	\$44,721	\$89,009	\$101,142
Highway Federal Formula & State Funds	\$478,401	\$486,968	\$456,946	\$462,297	\$450,101	\$473,297	\$448,840	\$458,271	\$448,964	\$447,954	\$892,587	\$913,878
High Priority (SAFETEA-LU)	-	-	\$1,483	\$1,483	-	-	-	-	-	-	-	-
High Priority (TEA-21)	\$18,426	\$18,426	\$6,969	\$6,969	-	-	-	-	-	-	-	-
Discretionary Earmarks	\$5,665	\$5,665	-	-	-	-	-	-	-	-	-	-
Emergency Relief	\$4,647	\$4,647	\$1,425	\$1,425	-	-	-	-	-	-	-	-
Federal Lands Access (FLAP)	\$13,898	\$12,775	\$13,898	\$22,371	\$13,898	\$15,266	\$13,898	\$9,516	\$13,898	-	\$28,665	\$869
Indian Reservation Roads	\$2,019	\$2,019	\$1,284	\$1,284	\$822	\$822	\$113	\$113	\$113	-	-	-
Other Federal Non-Formula	\$862	\$862	\$3,662	\$3,662	\$3,862	\$3,862	\$1,862	\$1,862	\$1,862	\$1,862	\$7,600	\$7,600
Highway Other Federal Programs	\$45,517	\$44,394	\$28,721	\$37,194	\$18,582	\$19,950	\$15,873	\$11,491	\$15,760	\$1,862	\$36,265	\$8,469
Federal Non-Participating	-	-	-	-	-	-	-	-	-	-	-	-
Local/Private Partnership	\$10,323	\$10,323	\$970	\$970	\$7,218	\$7,218	\$5,350	\$5,350	\$15,671	\$15,671	\$3,427	\$3,427
Highway Other Programs	\$10,323	\$10,323	\$970	\$970	\$7,218	\$7,218	\$5,350	\$5,350	\$15,671	\$15,671	\$3,427	\$3,427
GARVEE 2017 Legislative Authorization¹	\$181,503	\$181,503	\$103,300	\$103,300	\$11,697	\$11,697	-	-	-	-	-	-
Highways Total	\$715,744	\$723,188	\$589,937	\$603,761	\$487,598	\$512,162	\$470,063	\$475,112	\$480,395	\$465,487	\$932,279	\$925,774
Capital	\$15,381	\$15,381	\$15,057	\$15,057	\$15,092	\$15,092	\$14,366	\$14,366	\$14,128	\$14,128	\$6,165	\$6,165
Operations	\$26,130	\$26,130	\$26,293	\$26,293	\$26,795	\$26,795	\$26,623	\$26,623	\$22,677	\$22,677	\$2,070	\$2,070
Public Transit Total	\$41,511	\$41,511	\$41,350	\$41,350	\$41,887	\$41,887	\$40,989	\$40,989	\$36,805	\$36,805	\$8,235	\$8,235
New Airport Facility	\$20,401	\$20,401	\$15,806	\$15,806	\$25,837	\$25,837	\$20,550	\$20,550	\$850	\$850	-	-
Airport Facility Maintenance	\$47,527	\$47,527	\$45,732	\$45,732	\$22,444	\$22,444	\$10,995	\$10,995	\$567	\$567	-	-
Airport Planning	\$1,014	\$1,014	\$508	\$508	\$400	\$400	\$400	\$400	\$45	\$45	-	-
Aviation System Planning	\$280	\$280	\$301	\$301	\$574	\$574	\$289	\$289	-	-	-	-
Aeronautics Total	\$69,222	\$69,222	\$62,347	\$62,347	\$49,255	\$49,255	\$32,236	\$32,236	\$1,462	\$1,462	-	-
Grand Total	\$826,477	\$833,921	\$693,634	\$707,458	\$578,740	\$603,304	\$543,288	\$548,337	\$518,662	\$503,754	\$940,514	\$934,009

* Available estimates are to be used for planning purposes only. Federal FY2020 is last year of FAST transportation act. FY2021 and later are flat-lined at FY2020 levels.
 Funds expressed in Year-Of-Expenditure Dollars assuming 2% annual inflation.
 Funding levels assume 100% Obligation Authority.
¹ Grant Anticipation Revenue Vehicle (GARVEE) bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service.
 FAST means "Fixing America's Surface Transportation"
 STP means "Surface Transportation Program" and is now formally known as STBG or "Surface Transportation Block Grant"
 Source: ITIP, page 9 (last updated 6/26/2018)

Financial Status of Project Sponsoring Entities

Sponsoring entities are agencies receiving federal funding for their projects.

ACHD projects are derived from the agency's annual Five-Year Work Plan²⁷, 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 20. 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, the state HDA (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 21. 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 HDA 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 21 through 26.

Table 21: Ada County Highway District Budget History, FY2013-2017

Fiscal Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
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
2017	\$16,350,410	\$110,148,015	\$98,169,591	\$11,978,424	\$28,328,834	\$28,328,834	\$0

Source: Local Government Road and Street Finance Reports, FY2013-2017

²⁷ ACHD: <http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx>

Table 22: Ada County Highway District Budget Program, FY2019-2023 Projected Revenues and Expenditures for Capital Projects

Fiscal Year	Programmed	Revenue	Reserves and Reimbursements*	Total Revenue	Difference
2019	\$68,573,500	\$49,923,800	\$18,649,700	\$68,573,500	\$0
2020	\$54,653,800	\$52,006,200	\$2,647,600	\$54,653,800	\$0
2021	\$55,348,400	\$51,882,000	\$668,000	\$52,550,000	(\$2,798,400)
2022	\$55,625,200	\$52,506,000	\$668,000	\$53,174,000	(\$2,451,200)
2023	\$55,868,900	\$53,041,000	\$694,000	\$53,735,000	(\$2,133,900)
PD**	\$113,720,300	\$107,177,000	\$2,077,000	\$109,254,000	(\$4,466,300)
Total	\$403,790,100	\$366,536,000	\$25,404,300	\$391,940,300	(\$11,849,800)

Source: Ada County Highway District draft Integrated Five Year Work Plan FY2019-2023 (August 2018 draft) and FY2019 budget draft.

*ACHD will draw down from the reserve account in FY2019, mainly to cover an emergency project on Cloverdale Road.

**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 23 through 26 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 23: Nampa Urbanized Area Cities and Highway Districts Budget History, FY2013-2017

Fiscal Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
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
2017	\$22,043,733	\$38,767,308	\$34,652,318	\$4,114,990	\$25,619,509	\$11,138,340	\$2,522,305

Source: Local Government Road and Street Finance Reports, 2013 – 2017

Table 24: Nampa Urbanized Area Cities and Highway Districts Budget Projections, FY2018-2022

Fiscal Year	Total Income	Disbursements	Receipts over Disbursements
2018	\$41,396,295	\$39,209,206	\$2,187,090
2019	\$44,292,537	\$41,020,876	\$3,271,661
2020	\$47,280,215	\$43,021,625	\$4,258,590
2021	\$50,165,552	\$45,859,164	\$4,306,388
2022	\$52,296,603	\$48,002,952	\$4,293,651

Source: Extrapolated from Local Government Road and Street Finance Reports, 2013-2017, using five-year average of year-to-year changes in total income and income-to-disbursement ratios.

Table 25: Other Canyon County Cities and Highway Districts Budget History, FY2013-2017

Fiscal Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
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
2017	\$2,573,195	\$5,076,564	\$4,701,581	\$374,983	\$2,948,320	\$2,199,736	\$748,584

Source: Local Government Road and Street Finance Reports, 2013 - 2017

Table 26: Other Canyon County Cities and Highway Districts Budget Projections, FY2018–2022

Fiscal Year	Total Income	Disbursements	Receipts over Disbursements
2018	\$5,185,480	\$5,166,820	\$18,659
2019	\$5,396,317	\$5,271,212	\$125,105
2020	\$5,687,428	\$5,499,667	\$187,761
2021	\$5,955,621	\$5,712,451	\$243,170
2022	\$6,200,800	\$5,980,928	\$219,872

Source: Extrapolated from Local Government Road and Street Finance Reports, FY2013-2017, using five-year average of year-to-year changes in total income and income-to-disbursement ratios.

ACHD Commuteride

ACHD Commuteride 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 (large and small urban areas) and 5339 programs (large urban area). 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 27 and 28 provide historical and projected financial statistics for VRT.

Table 27: Valley Regional Transit Actual Revenues, Expenses, and Changes in Net Position, FY2013–2017

Fiscal Year	Beginning Net Position	Total Revenues	Total Expenses	Ending Net Position
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
2017	\$33,176,181	\$19,155,929	\$18,609,591	\$33,722,519

*Required restatement of beginning Net Position due to implementation of GASB 68.

Source: Valley Regional Transit Financial Statements FY2013-2017.

Table 28: Valley Regional Transit Budgeted Revenues, Expenses, and Changes in Net Position, FY2018-2022

Fiscal Year	Beginning Net Position	Total Revenues	Total Expenses	Ending Net Position
2018*	\$33,722,519	\$24,216,179	\$24,216,179	\$33,722,519
2019**	\$33,722,519	\$20,748,458	\$20,748,458	\$33,722,519
2020***	\$33,722,519	\$21,267,169	\$21,267,169	\$33,722,519
2021***	\$33,722,519	\$21,798,849	\$21,798,849	\$33,722,519
2022***	\$ 33,722,519	\$22,343,820	\$22,343,820	\$33,722,519

Sources: *Valley Regional Transit, FY2018 Budget Amendment, January 8, 2018.

**Valley Regional Transit, FY2019 Budget, July 9, 2018.

***Application of 2.5% increase in budgeted revenues and expenses.

General Statement of Financial Constraint

The projects programmed in this document can reasonably be funded through anticipated funding sources. Table 29 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 29: 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*	2019		2020		2021		2022		2023		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Bridge (Local)	\$0	\$0	\$152	\$152	\$0	\$0	\$0	\$0	\$6,496	\$6,497	\$0	\$0
Bridge Restoration	\$8,400	\$8,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bridge State	\$5,118	\$5,118	\$5,202	\$5,202	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capacity	\$22,200	\$22,200	\$306	\$306	\$306	\$306	\$0	\$0	\$0	\$0	\$5,722	\$5,722
Fed RRX	\$640	\$640	\$520	\$520	\$10	\$10	\$336	\$336	\$235	\$235	\$260	\$260
FLAP	\$364	\$364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Freight	\$140	\$140	\$2,088	\$2,088	\$0	\$0	\$6,993	\$6,993	\$0	\$0	\$0	\$0
***FTA 5303	\$283	\$272	\$283	\$272	\$283	\$272	\$283	\$272	\$283	\$272	\$0	\$0
***FTA 5307 LU	\$3,432	\$3,293	\$3,432	\$3,293	\$3,432	\$3,293	\$3,432	\$3,293	\$3,432	\$3,293	\$3,432	\$3,293
***FTA 5307 SU	\$2,512	\$2,119	\$2,512	\$2,357	\$2,512	\$2,357	\$2,512	\$2,357	\$2,512	\$2,357	\$2,512	\$2,357
***FTA 5310 LU	\$286	\$269	\$286	\$269	\$286	\$269	\$286	\$0	\$286	\$0	\$286	\$0
***FTA 5310 R	\$145	\$145	\$145	\$145	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
***FTA 5310 SU	\$261	\$226	\$261	\$226	\$261	\$226	\$261	\$0	\$261	\$0	\$261	\$0
***FTA 5311	\$1,416	\$1,416	\$1,416	\$1,416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
***FTA 5339 LU	\$439	\$315	\$439	\$315	\$439	\$315	\$439	\$315	\$439	\$315	\$439	\$315
***FTA 5339 R	\$520	\$520	\$156	\$156	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
***FTA 5339 SU	\$232	\$232	\$232	\$232	\$232	\$232	\$232	\$0	\$232	\$0	\$232	\$0
HSIP	\$750	\$750	\$4,080	\$4,080	\$9,180	\$9,180	\$15,147	\$15,147	\$15,300	\$15,300	\$6,732	\$6,732
HSIP (Local)	\$868	\$868	\$1,363	\$1,363	\$1,235	\$1,235	\$0	\$0	\$0	\$0	\$0	\$0
IM	\$14,140	\$14,140	\$6,685	\$6,685	\$15,167	\$15,167	\$0	\$0	\$0	\$0	\$3,277	\$3,277
Local (Regionally Significant)	\$12,433	\$12,433	\$13,167	\$13,167	\$8,651	\$8,651	\$0	\$0	\$0	\$0	\$10,425	\$10,425
Local Participating	\$1,249	\$1,249	\$987	\$987	\$474	\$474	\$395	\$395	\$1,330	\$1,330	\$866	\$866
Metropolitan Planning	\$1,172	\$1,172	\$1,199	\$1,199	\$1,199	\$1,199	\$1,199	\$1,199	\$1,199	\$1,199	\$0	\$0
NHPP	\$0	\$0	\$3,197	\$3,197	\$9,044	\$9,044	\$7,803	\$7,803	\$11,288	\$11,288	\$3,201	\$3,201
Non-Participating (Local)	\$6,656	\$6,656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STAR	\$6,500	\$6,500	\$0	\$0	\$6,500	\$6,500	\$5,000	\$5,000	\$0	\$0	\$0	\$0
State	\$170,385	\$170,385	\$84,671	\$84,671	\$11,941	\$11,941	\$0	\$0	\$520	\$520	\$11,444	\$11,444
STP-R	\$424	\$424	\$3,095	\$3,095	\$0	\$0	\$0	\$0	\$0	\$0	\$2,151	\$2,151
STP-State	\$6,354	\$6,354	\$1,315	\$1,315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-TMA	\$10,503	\$10,502	\$10,949	\$10,931	\$10,949	\$10,710	\$10,949	\$10,534	\$10,949	\$10,308	\$21,898	\$19,263
STP-U	\$2,567	\$2,567	\$5,340	\$5,340	\$3,500	\$3,500	\$642	\$642	\$4,793	\$4,793	\$4,659	\$4,659
TAP-TMA	\$480	\$484	\$480	\$480	\$490	\$394	\$480	\$445	\$480	\$452	\$960	\$1,005
TAP-Urban	\$971	\$971	\$862	\$862	\$1,111	\$1,111	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$281,840	\$281,124	\$154,820	\$154,321	\$87,202	\$86,386	\$56,389	\$54,731	\$60,035	\$58,159	\$78,757	\$74,970

*Descriptions of funding sources and definitions of abbreviations can be found in Table 17, "Funding Sources and Uses"

**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%.

Gray Highlight = programs managed by COMPASS or VRT.

Table created on 8/8/2018, updated 9/21/18

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.

IX. 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 30.

Many projects are complex, containing various transportation elements. The following assumptions were made when developing these 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 intelligent transportation system (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 30: 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
2019	\$290,157	\$221,126	\$20,807	\$774	\$9,158	76.21	7.17	0.27	3.16
2020	\$158,152	\$135,280	\$19,707	\$856	\$2,309	85.54	12.46	0.54	1.46
2021	\$89,505	\$69,575	\$16,237	-	\$2,695	77.73	18.14	0	3.01
2022	\$57,471	\$44,711	\$10,817	-	\$1,942	77.8	18.82	0	3.38
2023	\$60,658	\$45,032	\$13,736	-	\$1,891	74.24	22.64	0	3.12
PD	\$77,453	\$58,311	\$17,589	\$602	\$951	75.29	22.71	0.78	1.23
Total	\$733,396	\$574,035	\$98,893	\$2,232	\$18,946	78.27%	13.48%	0.30%	2.58%

Table created on 8/8/18.

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).

FY2019-2025 Regional Transportation Improvement Program

Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars



10th Avenue Bridge, Caldwell

Regionally Significant: Inflated

Key #: 13055

Requesting Agency: City of Caldwell

Project Year: 2019

Total Previous Expenditures: \$546

Total Programmed Cost: \$2,413

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.

COMPASS PM:
Transportation Infrastructure
Land Use
Community Infrastructure

Federal PM:



Funding Source		STP-U	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
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$528	\$1,885	\$2,413	\$2,236	\$177

10th Avenue ITS and Overlay, Caldwell

Regionally Significant: Inflated

Key #: 13905

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$241

Total Programmed Cost: \$1,205

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

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.

COMPASS PM:
Maintenance
Freight Movement and Economic Vitality
Environmental Sustainability
Land Use

Federal PM:



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
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	154	1,051	1,205	1,117	88
Fund Totals:	\$0	\$0	\$0	\$0	\$154	\$1,051	\$1,205	\$1,117	\$88

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

21st Ave, Chicago Street to Cleveland Boulevard

Regionally Significant:

Inflated

COMPASS PM:

Federal PM:

Key #: 13052

Requesting Agency: City of Caldwell

Project Year: 2016

Total Previous Expenditures: \$2,652

Total Programmed Cost: \$124

Total Cost (Prev. + Prog.): \$2,776

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



Funding Source	STP-U		Program Hwy Safety - Federal Rail				Local Match 7.34%		
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share
2019	0	0	0	80	0	44	124	115	9
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$80	\$0	\$44	\$124	\$115	\$9

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

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

Regionally Significant: Inflated

Key #: 20841

Requesting Agency: City of Eagle

Project Year: 2023

Total Previous Expenditures: \$176

Total Programmed Cost: \$1,246

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

COMPASS PM:

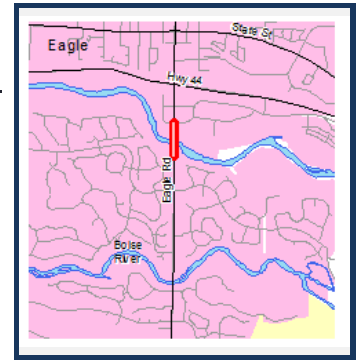
Community Infrastructure

Health

Open Space

Transportation Safety

Federal PM:



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		
2019	20	81	0	0	0	0	101	94	7		
2020	0	0	12	0	0	0	12	11	1		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	30	30	28	2		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$20	\$81	\$12	\$0	\$0	\$30	\$143	\$133	\$10		

Funding Source		Local Participating		Program				Local 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		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	3	0	0	0	3	0	3		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	969	969	0	969		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$3	\$0	\$0	\$969	\$972	\$0	\$972		

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		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	59	0	0	0	59	55	4		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	72	72	67	5		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$59	\$0	\$0	\$72	\$131	\$121	\$10		

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

Bicycle and Pedestrian, Data Bike, COMPASS

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 22180

Support

Requesting Agency: COMPASS

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$7

Total Cost (Prev. + Prog.): \$7

Project Description : Purchase an electric cargo bicycle, video camera, and phone-based measurement tools (i.e. accelerometer and gyroscope) to collect pavement roughness data and imagery along pathways and bicycle lanes.



Funding Source		T2 Grant		Program Hwy - Discretionary				Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	7	7	6	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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$7	\$7	\$6	\$1

Bicycle Parking, Covered Bicycle Facility, Boise State

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 21913

Land Use

Requesting Agency: Boise State University

Health

Project Year: 2019

Community Infrastructure

Total Previous Expenditures: \$0

Environmental Sustainability

Total Programmed Cost: \$38

Total Cost (Prev. + Prog.): \$38

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.



Funding Source		TAP-TMA		Program Hwy - Transportation Enhancements				Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	4	0	0	0	3	31	38	35	3
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
2023	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	\$3	\$31	\$38	\$35	\$3

Bicycle Parking, Secure Bicycle Facilities, Boise State

Regionally Significant: Inflated

Key #: 20095

Requesting Agency: Boise State University

Project Year: 2018

Total Previous Expenditures: \$110

Total Programmed Cost: \$5

Total Cost (Prev. + Prog.): \$115

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.)

COMPASS PM:

Health

Land Use

Congestion Reduction/System Reliability

Transportation Safety

Federal PM:



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	
2019	5	0	0	0	0	0	5	5	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	\$0	\$0	\$0	\$0	\$0	\$5	\$5	\$0	

Bike Share, Boise

Regionally Significant: Inflated

Key #: 20010

Requesting Agency: Valley Regional Transit

Project Year: 2018

Total Previous Expenditures: \$182

Total Programmed Cost: (\$182)

Total Cost (Prev. + Prog.): \$0

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.

COMPASS PM:

Land Use

Housing

Environmental Sustainability

Congestion Reduction/System Reliability

Federal PM:



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	
2019	0	0	0	0	0	-182	-182	-169	-13	
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	(\$182)	(\$182)	(\$169)	(\$13)	

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

Regionally Significant: Inflated

Key #: 19783

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$5,378

Total Programmed Cost: \$166

Total Cost (Prev. + Prog.): \$5,544

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.

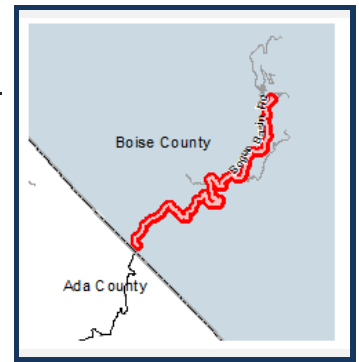
COMPASS PM:

Maintenance

Transportation Safety

Open Space

Federal PM:



Funding Source		Program					Local Match 7.34%		
FLAP	Hwy - Federal Lands Access								
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
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
2023	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	\$9	\$127	\$166	\$154	\$12

Capital Maintenance, ACHD - FY2016

Regionally Significant: Inflated

Key #: 13907

Requesting Agency: ACHD

Project Year: 2016

Total Previous Expenditures: \$590

Total Programmed Cost: (\$78)

Total Cost (Prev. + Prog.): \$512

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

COMPASS PM:

Federal PM:



Funding Source		Program					Local Match 7.34%		
STP-TMA	Local Hwy - Transportation Management								
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	-1	-77	-78	-72	-6
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$1)	(\$77)	(\$78)	(\$72)	(\$6)

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

Capital Maintenance, Phase 1, Boise Area - FY2019

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 13903

Maintenance



Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$503

Total Programmed Cost: \$5,696

Total Cost (Prev. + Prog.): \$6,199

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
2019	0	0	0	0	483	5,213	5,696	5,278	418
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$483	\$5,213	\$5,696	\$5,278	\$418

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

Capital Maintenance, Phase 1, Boise Area - FY2020

Regionally Significant:

Inflated

COMPASS PM:

Federal PM:

Key #: 18728

Maintenance



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$527

Total Programmed Cost: \$5,383

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

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments include: 13th Street, Alturas Street to Brumback Street; Beacon Light Road, SH-16 to Ballantyne Lane; Cole Road, Lake Hazel Rd to Latigo Drive; Edna Street, Five Mile Road to Patton Avenue; Floating Feather Road, Lanewood Road to Linder Road; Hill Road Parkway, Horseshoe Bend Road to Seamans Gulch Road; Horseshoe Bend Road, State Street to Cemetery Entrance; Locust Grove Road, Ustick Road to McMillan Road; Pine Street, Linder Road to Meridian Road; and Technology Way, Columbia Road to SH-21.

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	
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	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$702	\$4,681	\$5,383	\$4,988	\$395	

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

Capital Maintenance, Phase 1, Boise Area - FY2021

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 18701

Maintenance



Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,541

Total Cost (Prev. + Prog.): \$5,541

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments include: Fairview Avenue, Maple Grove to Milwaukee Road; Curtis Road, Fairview Avenue to Ustick Road and Targee Street to Overland Road; Linden Street, Broadway Avenue to Gekeler Lane; Boise Avenue, Broadway Avenue to Gekeler Lane; and Pleasant Valley Road, Hollilynn Drive to Gowen 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		
2019	20	474	0	0	0	0	494	458	36		
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		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$20	\$474	\$0	\$0	\$658	\$4,389	\$5,541	\$5,134	\$407		

Capital Maintenance, Phase 2, Boise Area - FY2019

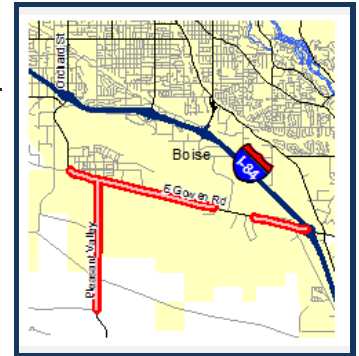
Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20003

Maintenance



Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$227

Total Programmed Cost: \$1,953

Total Cost (Prev. + Prog.): \$2,180

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		
2019	0	5	0	0	167	1,781	1,953	1,810	143		
2020	-1	0	0	0	1	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	(\$1)	\$5	\$0	\$0	\$168	\$1,781	\$1,953	\$1,810	\$143		

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

Capital Maintenance, Phase 2, Boise Area - FY2020

Regionally Significant: Inflated

COMPASS PM:
Maintenance

Federal PM:

Key #: 19887



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$245

Total Programmed Cost: \$2,307

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

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments include: Collister Drive, Quail Ridge Drive to North End and Gowen Road, Orchard Street to Broadway Avenue.

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	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	301	2,006	2,307	2,307	2,138	169	
2021	0	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$301	\$2,006	\$2,307	\$2,307	\$2,138	\$169	

Capital Maintenance, Phase 2, Boise Area - FY2021

Regionally Significant: Inflated

COMPASS PM:
Maintenance

Federal PM:

Key #: 20129



Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,407

Total Cost (Prev. + Prog.): \$2,407

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments include: Warm Springs Avenue, Starcrest Drive to Starview Drive; Warm Springs Avenue, Glacier Drive to SH-21; Edna Street, Five Mile Road to Patton Avenue; Grand Forest Drive, Gowen Road to Rock Rose Place; and Lake Forrest Drive, Federal Way to Summersweet Drive.

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	Construction	Total	Federal Share	Local Share	
2019	9	204	0	0	0	0	213	213	197	16	
2020	0	30	0	0	0	0	30	30	28	2	
2021	0	0	0	0	282	1,882	2,164	2,164	2,005	159	
2022	0	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$9	\$234	\$0	\$0	\$282	\$1,882	\$2,407	\$2,407	\$2,230	\$177	

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

Capital Maintenance, Phase 3, Boise Area - FY2019

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20091

Maintenance



Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$50

Total Programmed Cost: \$428

Total Cost (Prev. + Prog.): \$478

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		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	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	39	389		428	397	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	
2023	0	0	0	0	0	0		0	0	0	
PD	0	0	0	0	0	0		0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$39	\$389		\$428	\$397	\$31	

Capital Maintenance, Phase 3, Boise Area - FY2020

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 19847

Maintenance



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$62

Total Programmed Cost: \$306

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

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments include: Owyhee Street from Cherry Lane to Overland 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	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0		0	0	0	
2020	0	0	0	0	0	306		306	284	22	
2021	0	0	0	0	0	0		0	0	0	
2022	0	0	0	0	0	0		0	0	0	
2023	0	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	\$284	\$22	

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

Capital Maintenance, Phase 3, Boise Area - FY2021

Regionally Significant:

Inflated

COMPASS PM:

Federal PM:

Key #: 20159

Maintenance



Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$397

Total Cost (Prev. + Prog.): \$397

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments include: 8th Street from Pine Avenue to Cherry Lane.

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
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	306	306	0	306
2022	0	0	0	0	0	0	0	0	0
2023	0	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 - Urban			Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	5	86	0	0	0	0	91	84	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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$86	\$0	\$0	\$0	\$0	\$91	\$84	\$7

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

Capital Maintenance, VRT, Boise Area - FY2018

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 13482



Requesting Agency: Valley Regional Transit

Project Year: 2018-2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$389

Total Cost (Prev. + Prog.): \$389

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		
2019	0	0	0	0	0	389	389	360	29		
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		
2023	0	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	\$389	\$389	\$360	\$29		

Capital Maintenance, VRT, Boise Area - FY2019

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 18847



Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,320

Total Cost (Prev. + Prog.): \$1,320

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.
Funds transferred from STP-TMA.



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		
2019	0	0	0	0	0	1,177	1,177	1,091	86		
2020	0	0	0	0	0	143	143	133	10		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	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	\$1,320	\$1,320	\$1,223	\$97		

Centennial Way Roundabout, Caldwell

Regionally Significant: Inflated

Key #: 13484

Requesting Agency: City of Caldwell

Project Year: 2023

Total Previous Expenditures: \$422

Total Programmed Cost: \$2,840

Total Cost (Prev. + Prog.): \$3,262

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.

COMPASS PM:

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

Federal PM:



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	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	41	0	0	0	41	38	3	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	365	2,434	2,799	2,594	205	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$41	\$0	\$365	\$2,434	\$2,840	\$2,632	\$208	

Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa

Regionally Significant: Inflated

Key #: 22017

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,352

Total Cost (Prev. + Prog.): \$1,352

Project Description : Rebuild Cherry Lane from 11th Avenue North to Franklin Boulevard in the City of Nampa.

COMPASS PM:

Maintenance
Farmland

Federal PM:



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	
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	26	178	0	0	0	0	204	189	15	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	314	834	1,148	1,064	84	
Fund Totals:	\$26	\$178	\$0	\$0	\$314	\$834	\$1,352	\$1,253	\$99	

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

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

Regionally Significant: Inflated

Key #: 20842

Requesting Agency: ACHD

Project Year: 2019 ITD

Total Previous Expenditures: \$0

Total Programmed Cost: \$13,382

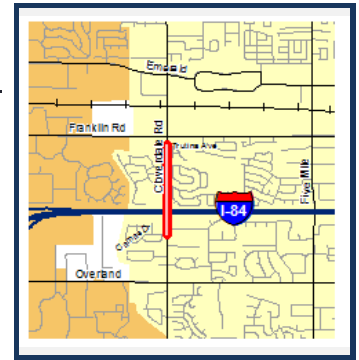
Total Cost (Prev. + Prog.): \$13,382

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.

COMPASS PM:

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

Federal PM:



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
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
2023	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

Funding Source		Bridge 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
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
2023	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

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

Cole Road, I-84 to Franklin Road, Boise

Regionally Significant: Inflated

Key #: IN203-14

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,774

Total Cost (Prev. + Prog.): \$3,774

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.

COMPASS PM:

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

Federal PM:



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
2019	0	0	0	13	65	2,950	3,028	0	3,028
2020	0	0	0	0	10	736	746	0	746
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$13	\$75	\$3,686	\$3,774	\$0	\$3,774

Cole Road, McGlochlin Street to Victory Road, Boise

Regionally Significant: Inflated

Key #: IN205-97

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$818

Total Programmed Cost: \$6,704

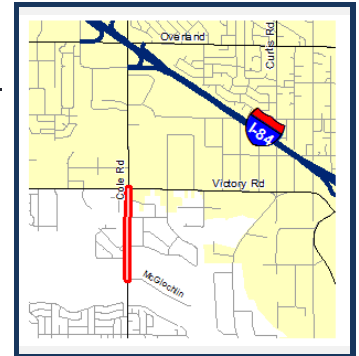
Total Cost (Prev. + Prog.): \$7,522

Project Description : Widen Cole Road from McGlochlin Street to Victory Road in the City of Boise to five lanes with median U-turns. Project also includes intersection improvements at Cole Road and Victory Road to seven lanes in each direction. Project includes widening of a bridge, and an enhanced pedestrian crossing at Cole Road and Diamond Street.

COMPASS PM:

Congestion Reduction/System Reliability
Housing
Transportation Safety
Community Infrastructure

Federal PM:



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
2019	0	0	1,365	0	0	0	1,365	0	1,365
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$1,365	\$114	\$64	\$5,161	\$6,704	\$0	\$6,704

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

Colorado and Holly, Signal and Pedestrian Improvements, Nampa

Regionally Significant: Inflated

Key #: 13486

Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Expenditures: \$174

Total Programmed Cost: \$1,133

Total Cost (Prev. + Prog.): \$1,307

COMPASS PM:

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

Federal PM:



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	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	140	932	1,072	993	79	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$140	\$932	\$1,072	\$993	\$79	

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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	61	0	0	61	0	61
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	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	\$0	\$61	\$0	\$61

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

Commuteride, ACHD

Regionally Significant: Inflated

Inflated

COMPASS PM:

Federal PM:

Key #: CPA3

Support

Requesting Agency: ACHD

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,650

Total Cost (Prev. + Prog.): \$1,650

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 19521, 20260, 20729, 22015, ORN22436, and ORN22386.

ACHD	COMMUTERIDE

Funding Source		STP-U		Program				Local Hwy - Urban		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
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	55	55	55	0		
2023	0	0	0	0	0	55	55	55	0		
PD	0	0	0	0	0	55	55	55	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$330	\$330	\$330	\$0		

Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
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		
2023	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

Regionally Significant: Inflated

Key #: 20153

COMPASS PM:
Transportation Infrastructure

Federal PM:



Requesting Agency: VRT/ACHD

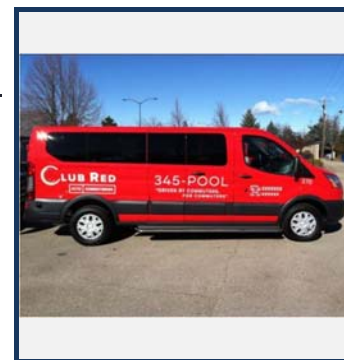
Project Year: 2019

Total Previous Expenditures: \$66

Total Programmed Cost: \$270

Total Cost (Prev. + Prog.): \$336

Project Description : Replace Commuteride vehicles that are beyond their useful life in the Nampa Urbanized Area. FY2018 funds carried over to FY2019.



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		
2019	0	0	0	0	0	270	270	216	54		
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		
2023	0	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	\$270	\$270	\$216	\$54		

Commuteride, Van Replacements, Boise Area - FY2019

Regionally Significant: Inflated

Key #: 20046

COMPASS PM:
Transportation Infrastructure

Federal PM:



Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$331

Total Cost (Prev. + Prog.): \$331

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		
2019	0	0	0	0	0	331	331	307	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		
2023	0	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	\$331	\$331	\$307	\$24		

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

Commuteride, Van Replacements, Canyon County - FY2019-2021

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 20136a



Requesting Agency: ACHD

Project Year: 2019-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,062

Total Cost (Prev. + Prog.): \$1,062

Project Description : Replace Commuteride vans in the Nampa Urbanized Area using funds for bus and bus facilities.

Funding Source		FTA 5339 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	
2019	0	0	0	0	0	290	290	232	58	
2020	0	0	0	0	0	290	290	232	58	
2021	0	0	0	0	0	290	290	232	58	
2022	0	0	0	0	0	0	0	0	0	
2023	0	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	\$870	\$870	\$696	\$174	

Funding Source		FTA 5339 R					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	
2019	0	0	0	0	0	192	192	154	38	
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	
2023	0	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	\$192	\$192	\$154	\$38	

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

Cost Increase Set-Aside

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 15001

Support

Requesting Agency: COMPASS

Project Year: 2019-2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$141

Total Cost (Prev. + Prog.): \$141

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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	133	133	123	10
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	8	8	7	1
2023	0	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	\$141	\$141	\$131	\$10

Culvert Replacements, Canyon County

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 22258

Transportation Safety

Community Infrastructure

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$191

Total Cost (Prev. + Prog.): \$191

Project Description : To update and replace deficient culverts on US 20/26 between Knott Road and Northside Boulevard (milepost 28.975) and east of Prescott Road (milepost 30.862) in Canyon County.



Funding Source State			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
2020	15	0	0	0	0	0	15	0	15
2021	0	0	0	0	23	153	176	0	176
Fund Totals:	\$15	\$0	\$0	\$0	\$23	\$153	\$191	\$0	\$191

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

Eagle Road, Amity Road to Victory Road, Meridian

Regionally Significant: Inflated

Key #: RD207-33

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$16

Total Programmed Cost: \$5,639

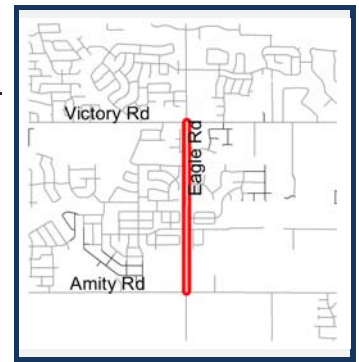
Total Cost (Prev. + Prog.): \$5,655

Project Description : Widen Eagle Road from Amity Road to Victory Road in the City of Meridian to five lanes with curb-gutter, sidewalk, and level three bike lanes. Project includes enhanced pedestrian crossings at the pedestrian pathway near the Ten Mile Feeder canal.

COMPASS PM:

- Congestion Reduction/System Reliability
- Transportation Safety
- Housing
- Community Infrastructure

Federal PM:



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
2019	0	0	525	0	0	0	525	0	525
2020	0	0	0	4	0	5,110	5,114	0	5,114
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$525	\$4	\$0	\$5,110	\$5,639	\$0	\$5,639

Five Mile Road and Fairview Avenue Intersection

Regionally Significant: Inflated

Key #: 07238

Requesting Agency: ACHD

Project Year: 2009

Total Previous Expenditures: \$6,749

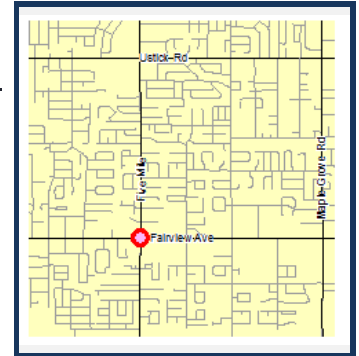
Total Programmed Cost: (\$58)

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.

COMPASS PM:

Federal PM:



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 and Fairview Avenue Intersection

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20266

Requesting Agency: ACHD

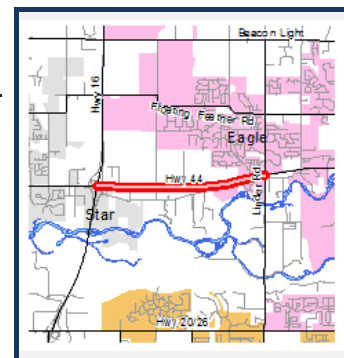
Project Year: 2009

Total Previous Expenditures: \$6,690

Total Programmed Cost: (\$37)

Total Cost (Prev. + Prog.): \$6,653

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		Non-Participating (Local)			Program Hwy - Non-Participating			Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	-4	0	0	0	0	-4	0	-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	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$4)	\$0	\$0	\$0	\$0	(\$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
2019	0	0	-38	0	30	-25	-33	-31	-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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	(\$38)	\$0	\$30	(\$25)	(\$33)	(\$31)	(\$2)

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

Five Mile Road, Franklin Road to Fairview Ave

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 11582

Requesting Agency: ACHD

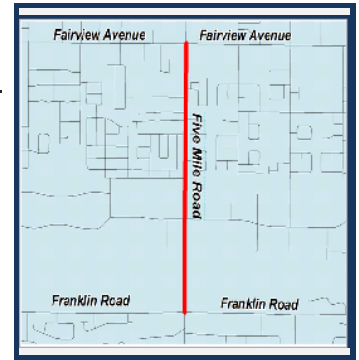
Project Year: 2013

Total Previous Expenditures: \$10,027

Total Programmed Cost: (\$128)

Total Cost (Prev. + Prog.): \$9,899

Project Description : Project includes construction work on Five Mile Road, not including the Fairview intersection. Widen to five (5) lanes with shoulder, sidewalk, and railroad crossing improvements.



Funding Source		STP-TMA		Program				Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	-11	-117	-128	-119	-9
2020	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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$11)	(\$117)	(\$128)	(\$119)	(\$9)

Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 22102

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,615

Total Cost (Prev. + Prog.): \$1,615

Project Description : Construct a dual lane offset roundabout at Franklin Boulevard and Karcher Road in the City of Nampa. The project includes right-of-way, curb and gutter, sidewalk, lighting, pedestrian ramps, and lane widening. The design includes a roundabout with one entering lane eastbound and westbound, and two entering lanes northbound and southbound. The offset center of the roundabout is approximately 55 feet west and 10 feet north of the existing intersection. A power pole will be relocated on the northeast corner at project expense (power pole is in a private easement outside of the right-of-way).



Funding Source		Freight		Program State Hwy - Freight				Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	30	120	0	0	0	0	150	139	11
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	1,465	1,465	1,357	108
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$30	\$120	\$0	\$0	\$0	\$1,465	\$1,615	\$1,496	\$119

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

Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa

Regionally Significant: Inflated

Key #: 22103

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,671

Total Cost (Prev. + Prog.): \$5,671

COMPASS PM:

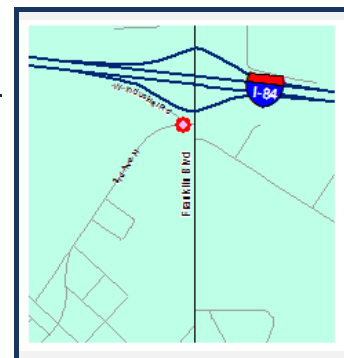
Freight Movement and Economic Vitality

Community Infrastructure

Congestion Reduction/System Reliability

Transportation Safety

Federal PM:



Project Description : Install a new signalized intersection approximately ¼ mile south of the existing Franklin Boulevard and Industrial Road intersection in the City of Nampa. Work will include improvements to existing intersections at Franklin Boulevard and Industrial Road, closing Franklin Boulevard and 3rd Avenue North with cul-de-sacs, building a new local street east of Franklin Boulevard with a new structure at the Phyllis Canal crossing and a relocated at-grade rail crossing, building a new local street west of Franklin Boulevard requiring a new structure at the Mason Creek crossing, and improvements to 5th Avenue North. Access improvements along Franklin Boulevard (near Jacksons store) will be addressed to reduce conflict points.

Funding Source		Freight Program					State Hwy - Freight		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	0	0	0	
2020	50	450	0	0	0	0	500	463	37	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	5,171	5,171	4,791	380	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$50	\$450	\$0	\$0	\$0	\$5,171	\$5,671	\$5,255	\$416	

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

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

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 12368

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$11,632

Total Programmed Cost: (\$351)

Total Cost (Prev. + Prog.): \$11,281

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



Funding Source		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
2019	0	0	0	0	0	138	138	0	138
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
2023	0	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	\$138	\$138	\$0	\$138

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
2019	-6	0	-3	-145	-35	-464	-653	-605	-48
2020	0	0	0	0	0	164	164	152	12
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$6)	\$0	(\$3)	(\$145)	(\$35)	(\$300)	(\$489)	(\$453)	(\$36)

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

Franklin Road, Touchmark Way to Five Mile Road

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 12062

Requesting Agency: ACHD

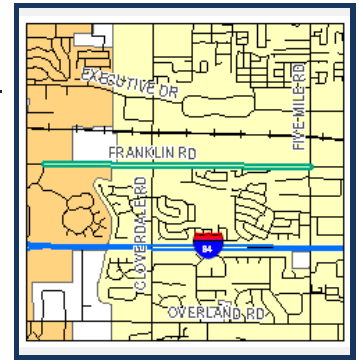
Project Year: 2011

Total Previous Expenditures: \$4,511

Total Programmed Cost: (\$294)

Total Cost (Prev. + Prog.): \$4,217

Project Description : Reconstruct and widen existing two (2) to three (3) - lane roadway to four (4) to five (5) 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.



Cost Year*	STP-TMA		Program				Total	Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2019	0	-85	0	-20	-55	-134	-294	-272	-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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$85)	\$0	(\$20)	(\$55)	(\$134)	(\$294)	(\$272)	(\$22)

FY17 CAPITAL MAINTENANCE, ACHD

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 13479

Requesting Agency: ACHD

Project Year: 2017

Total Previous Expenditures: \$7,064

Total Programmed Cost: \$165

Total Cost (Prev. + Prog.): \$7,229

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



Cost Year*	STP-TMA		Program				Total	Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2019	0	0	0	0	0	165	165	153	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
2023	0	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	\$165	\$165	\$153	\$12

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

FY2015 Capital Maintenance, ACHD

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key # : 12363

Requesting Agency: ACHD

Project Year: 2015

Total Previous Expenditures: \$3,974

Total Programmed Cost: (\$315)

Total Cost (Prev. + Prog.): \$3,659

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.



Cost Year*	Funding Source STP-TMA		Program Local Hwy - Transportation Management					Local Match	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	-13	0	0	0	-35	-267	-315	-315	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
2023	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	(\$35)	(\$267)	(\$315)	(\$315)	\$0

Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key # : 21999

Requesting Agency: City of Nampa

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,281

Total Cost (Prev. + Prog.): \$1,281

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.



Cost Year*	Funding Source HSIP (Local)		Program Local Hwy - HSIP					Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	19	123	0	0	0	0	142	132	10
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	325	814	1,139	1,055	84
2022	0	0	0	0	0	0	0	0	0
2023	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	\$325	\$814	\$1,281	\$1,187	\$94

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

Highway 30, Sand Hollow Road to SH-44, Canyon County

Regionally Significant: Inflated

Key #: 19951

Requesting Agency: Canyon Highway District

Project Year: PD

Total Previous Expenditures: \$7

Total Programmed Cost: \$2,469

Total Cost (Prev. + Prog.): \$2,476

Project Description : Rehabilitate Old Highway 30 from SH-44 to Galloway Road and Goodson Road to south of Sand Hollow Road. Work also includes improvements to the intersections at Farmway Road and Goodson Road.

COMPASS PM:

Maintenance

Farmland

Federal PM:



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
2019	75	243	0	0	0	0	318	295	23
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	496	1,655	2,151	1,993	158
Fund Totals:	\$75	\$243	\$0	\$0	\$496	\$1,655	\$2,469	\$2,288	\$181

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

Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa

Regionally Significant: Inflated

Key #: 22132

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$409

Total Cost (Prev. + Prog.): \$409

COMPASS PM:

- Transportation Safety
- Land Use
- Health
- Congestion Reduction/System Reliability

Federal PM:



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	
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	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	42	275	317	294	23	
Fund Totals:	\$10	\$44	\$0	\$0	\$42	\$275	\$371	\$344	\$27	

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	
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	38	0	0	0	0	38	0	38	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$38	\$0	\$0	\$0	\$0	\$38	\$0	\$38	

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

I-84, Blacks Creek Road Interchange, Ada County

Regionally Significant: Inflated

Key #: 19874

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$1,000

Total Programmed Cost: \$12,088

Total Cost (Prev. + Prog.): \$13,088

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.

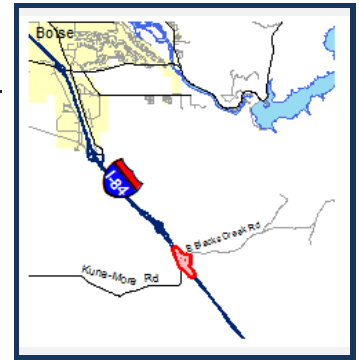
COMPASS PM:

Transportation Infrastructure

Freight Movement and Economic Vitality

Farmland

Federal PM:



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
2019	100	768	0	0	1,020	10,200	12,088	0	12,088
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$100	\$768	\$0	\$0	\$1,020	\$10,200	\$12,088	\$0	\$12,088

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

Regionally Significant: Inflated

Key #: 20738

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$10

Total Programmed Cost: \$1,993

Total Cost (Prev. + Prog.): \$2,003

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.

COMPASS PM:

Maintenance

Farmland

Federal PM:



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
2019	0	0	0	0	0	0	0	0	0	0
2020	44	0	0	0	0	0	44	41	3	
2021	0	0	0	0	130	1,819	1,949	1,798	151	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$44	\$0	\$0	\$0	\$130	\$1,819	\$1,993	\$1,839	\$154	

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

I-84, East Boise Port of Entry Ramps, Ada County

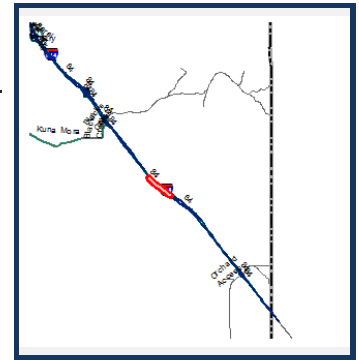
Regionally Significant: Inflated

Key #: 22237

COMPASS PM:

Support

Federal PM:



Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$457

Total Cost (Prev. + Prog.): \$457

Project Description : Restore the pavement surface at the East Boise Port of Entry (weigh station) ramps to extend the lifespan of the pavement. The project is located on the I-84 on and off ramps near milepost 66.

Funding Source		State							Program		State Hwy - Safety & Capacity (Safety)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share				
2020	0	0	0	0	22	435	457	0	457					
Fund Totals:	\$0	\$0	\$0	\$0	\$22	\$435	\$457	\$0	\$457					

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

Regionally Significant: Inflated

Key #: 20203

COMPASS PM:

Maintenance

Farmland

Federal PM:



Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$1

Total Programmed Cost: \$2,538

Total Cost (Prev. + Prog.): \$2,539

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share				
2019	25	0	0	0	0	0	25	23	2					
2020	2	0	0	0	0	0	2	2	0					
2021	0	0	0	0	0	0	0	0	0					
2022	0	0	0	0	0	0	0	0	0					
2023	0	0	0	0	0	0	0	0	0					
PD	0	0	0	0	0	0	0	0	0					
Fund Totals:	\$27	\$0	\$0	\$0	\$0	\$0	\$27	\$25	\$2					

Funding Source		HB132 and HB312							Program		State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	0	0	0	0	0				
2020	0	0	0	0	106	2,405	2,511	0	2,511					
2021	0	0	0	0	0	0	0	0	0					
2022	0	0	0	0	0	0	0	0	0					
2023	0	0	0	0	0	0	0	0	0					
PD	0	0	0	0	0	0	0	0	0					
Fund Totals:	\$0	\$0	\$0	\$0	\$106	\$2,405	\$2,511	\$0	\$2,511					

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

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

Regionally Significant:

Inflated

COMPASS PM:

Federal PM:

Key #: 19696

Maintenance



Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$515

Total Programmed Cost: \$3,277

Total Cost (Prev. + Prog.): \$3,792

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
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	156	3,121	3,277	3,024	253
Fund Totals:	\$0	\$0	\$0	\$0	\$156	\$3,121	\$3,277	\$3,024	\$253

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

I-84, Franklin Boulevard to Northside Boulevard, Nampa

Regionally Significant: Inflated

Key #: 20798

Requesting Agency: ITD

Project Year: 2019-2021

Total Previous Expenditures: \$11,993

Total Programmed Cost: \$64,670

Total Cost (Prev. + Prog.): \$76,663

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.

COMPASS PM:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Community Infrastructure

Federal PM:



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	
2019	0	0	0	0	322	0	322	0	322	
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	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$322	\$0	\$322	\$0	\$322	

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	
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	
2023	0	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	
2019	0	0	0	0	-4,955	27,465	22,510	0	22,510	
2020	0	0	0	0	0	-4,259	-4,259	0	-4,259	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	(\$4,955)	\$23,206	\$18,251	\$0	\$18,251	

*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
2019	0	0	0	0	4,764	41,083	45,847	0	45,847
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$4,764	\$41,083	\$45,847	\$0	\$45,847

I-84, Franklin Interchange to Karcher Interchange, Canyon County

Regionally Significant: Inflated

Key #: 22196

Requesting Agency: ITD

Project Year: 2020-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$169,697

Total Cost (Prev. + Prog.): \$169,697

COMPASS PM:

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

Federal PM:



Project Description : Design and construction on I-84 from the Franklin Interchange in the City of Caldwell to the Karcher Interchange in the City of Nampa in Canyon County. Construction will be split out once the phasing is determined.

Funding Source			Program					Local Match	
State			Hwy GARVEE - 2017 Legislative Authoriz						
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	1,000	9,200	0	0	0	0	10,200	10,200	0
2020	0	0	1,000	0	6,800	73,000	80,800	80,800	0
2021	0	0	0	0	6,697	72,000	78,697	78,697	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$1,000	\$9,200	\$1,000	\$0	\$13,497	\$145,000	\$169,697	\$169,697	\$0

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

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

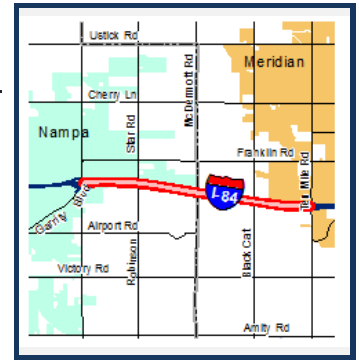
Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20212

Maintenance



Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$51

Total Programmed Cost: \$4,906

Total Cost (Prev. + Prog.): \$4,957

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				
2019	100	0	0	0	0	0	100	92	8				
2020	0	0	0	0	0	0	0	0	0				
2021	0	0	0	0	228	4,578	4,806	4,434	372				
2022	0	0	0	0	0	0	0	0	0				
2023	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	\$228	\$4,578	\$4,906	\$4,527	\$379				

I-84, Interchange Ramp Rehabilitation, Boise

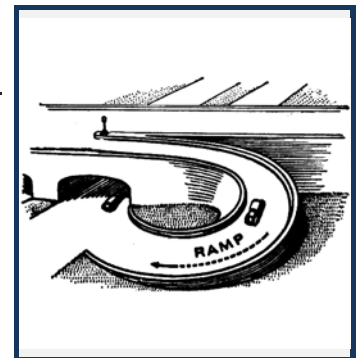
Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 22246

Maintenance



Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$675

Total Cost (Prev. + Prog.): \$675

Project Description : Mill and Inlay pavement on interchange ramps in the Boise area to preserve the pavement.

Funding Source		IM						Program		State Hwy - Pavement Preservation		Local Match 92.27%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	0	0	0	0				
2020	54	0	0	0	81	540	675	52	623				
2021	0	0	0	0	0	0	0	0	0				
2022	0	0	0	0	0	0	0	0	0				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$54	\$0	\$0	\$0	\$81	\$540	\$675	\$52	\$623				

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

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

Regionally Significant: Inflated

Key #: 20315

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$14,350

Total Programmed Cost: \$19,892

Total Cost (Prev. + Prog.): \$34,242

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.

COMPASS PM:

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

Federal PM:



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				
2019	0	-7,274	0	0	0	0	-7,274	0	-7,274				
2020	0	0	633	0	0	0	633	0	633				
2021	0	0	0	0	0	0	0	0	0				
2022	0	0	0	0	0	0	0	0	0				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$0	(\$7,274)	\$633	\$0	\$0	\$0	(\$6,641)	\$0	(\$6,641)				

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				
2019	-35	0	2,389	-600	0	0	1,754	0	1,754				
2020	0	0	4,344	0	0	0	4,344	0	4,344				
2021	0	0	0	0	0	0	0	0	0				
2022	0	0	0	0	0	0	0	0	0				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	(\$35)	\$0	\$6,733	(\$600)	\$0	\$0	\$6,098	\$0	\$6,098				

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				
2019	150	6,959	12,726	600	0	0	20,435	0	20,435				
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				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$150	\$6,959	\$12,726	\$600	\$0	\$0	\$20,435	\$0	\$20,435				

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

I-84, Karcher Overpass, Nampa

Regionally Significant: Inflated

Key #: 20797

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$5,750

Total Programmed Cost: (\$716)

Total Cost (Prev. + Prog.): \$5,034

COMPASS PM:

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

Federal PM:



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			Program					Local Match	
TECM			State Hwy - Safety & Capacity (Capacity)					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	-509	-3,227	-3,736	0	-3,736
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$509)	(\$3,227)	(\$3,736)	\$0	(\$3,736)

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
2019	0	0	0	0	361	2,659	3,020	0	3,020
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$361	\$2,659	\$3,020	\$0	\$3,020

*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

Regionally Significant: Inflated

Key #: 20351

Requesting Agency: ITD

Project Year: 2019-2021

Total Previous Expenditures: \$5,300

Total Programmed Cost: (\$1,400)

Total Cost (Prev. + Prog.): \$3,900

COMPASS PM:

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

Federal PM:



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					State Hwy - Safety & Capacity (Capacity)		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	-4,200	0	0	0	0	-4,200	0	-4,200		
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		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	(\$4,200)	\$0	\$0	\$0	\$0	(\$4,200)	\$0	(\$4,200)		

Funding Source		State	Program					Hwy GARVEE - 2017 Legislative Authoriz		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
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		
2023	0	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		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		
2019	0	2,800	0	0	0	0	2,800	0	2,800		
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		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$2,800	\$0	\$0	\$0	\$0	\$2,800	\$0	\$2,800		

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

I-84, Middleton Road and Ustick Road Overpasses, Canyon County

Regionally Significant: Inflated

Key #: 22154

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$19,105

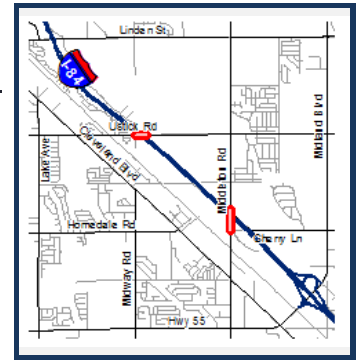
Total Cost (Prev. + Prog.): \$19,105

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).

COMPASS PM:

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

Federal PM:



Funding Source		Program						Local Match	
State		Hwy GARVEE - 2017 Legislative Authoriz						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	1,600	0	0	0	0	1,600	0	1,600
2020	0	564	0	0	1,224	13,260	15,048	0	15,048
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$2,164	\$0	\$0	\$1,224	\$13,260	\$16,648	\$0	\$16,648

Funding Source		Program						Local Match	
State		State Hwy - Restoration						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	100	1,847	0	0	0	0	1,947	0	1,947
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$100	\$2,357	\$0	\$0	\$0	\$0	\$2,457	\$0	\$2,457

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

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

Regionally Significant: Inflated

Key #: 20799

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$29,052

Total Cost (Prev. + Prog.): \$29,052

COMPASS PM:

Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Community Infrastructure

Federal PM:



Project Description : Reconstruct and widen I84 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 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
2019	0	0	0	0	9,743	0	9,743	0	9,743
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$9,743	\$0	\$9,743	\$0	\$9,743

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
2019	0	0	0	0	1,188	710	1,898	0	1,898
2020	0	0	0	0	0	-20	-20	0	-20
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$1,188	\$690	\$1,878	\$0	\$1,878

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
2019	0	0	0	0	1,781	15,650	17,431	0	17,431
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$1,781	\$15,650	\$17,431	\$0	\$17,431

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

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

Regionally Significant: Inflated

Key #: 19442

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)

COMPASS PM:
Transportation Infrastructure
Farmland

Federal PM:



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
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
2023	0	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

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

Regionally Significant: Inflated

Key #: 20060

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$1

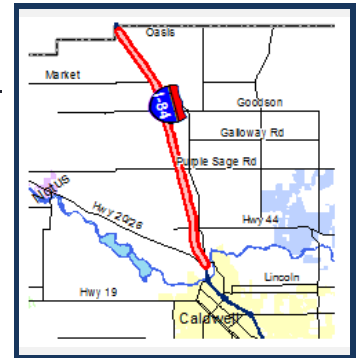
Total Programmed Cost: \$1,055

Total Cost (Prev. + Prog.): \$1,056

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.

COMPASS PM:
Maintenance
Farmland

Federal PM:



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
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	52	988	1,040	960	80
2022	0	0	0	0	0	0	0	0	0
2023	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	\$52	\$988	\$1,055	\$973	\$82

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

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

Regionally Significant: Inflated

Key #: 20796

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$5,750

Total Programmed Cost: \$93

Total Cost (Prev. + Prog.): \$5,843

COMPASS PM:

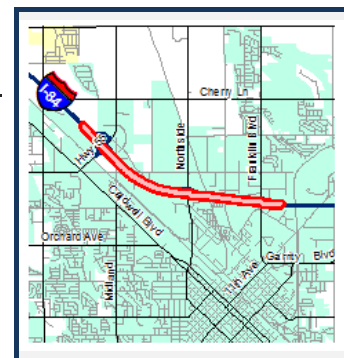
Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Community Infrastructure

Federal PM:



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 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
2019	0	0	0	0	-620	-4,493	-5,113	0	-5,113
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$620)	(\$4,493)	(\$5,113)	\$0	(\$5,113)

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
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
2023	0	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	\$1,700	\$1,700	\$0	\$1,700

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
2019	0	0	0	0	195	3,311	3,506	0	3,506
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$195	\$3,311	\$3,506	\$0	\$3,506

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

I-84B, Blaine/Cleveland Avenue to 10th Avenue, Caldwell

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 21848

Maintenance



Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,192

Total Cost (Prev. + Prog.): \$1,192

Project Description : Reconstruct I-84B from Blaine/Cleveland Avenue to 10th Avenue in the City of Caldwell.

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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	117	0	0	0	0	0	117	108	9
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	98	977	1,075	996	79
Fund Totals:	\$117	\$0	\$0	\$0	\$98	\$977	\$1,192	\$1,105	\$87

I-84B, SH-19 to Homedale Road, Caldwell

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 22508

Support

Requesting Agency: ITD

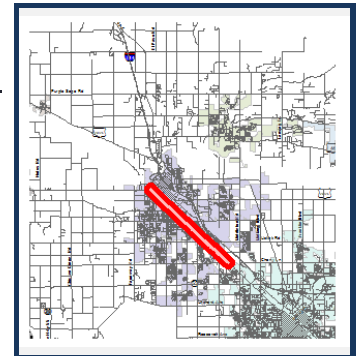
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,340

Total Cost (Prev. + Prog.): \$2,340

Project Description : Relinquish ownership of the segment of I-84B from SH-19 to Homedale Road from ITD to the City of Caldwell. The City, in taking ownership of this roadway segment, will accept the jurisdiction of and responsibility for, in full, the portion of existing roadway within the city limits.



Funding Source		Program					Local Match 100.00%		
Cost Year*	State Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	2,340	0	2,340	0	2,340
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$2,340	\$0	\$2,340	\$0	\$2,340

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

Intersection Improvements, District 3

Regionally Significant: Inflated

Key #: 21863

Requesting Agency: ITD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$520

Total Cost (Prev. + Prog.): \$520

Project Description : Increase safety and alleviate congestion in ITD's District 3 by using one or more of the following safety measures: widening the highway, adding additional turn or through lanes, improving the drainage, new signs, adding traffic signals, signal timing and coordination, better lighting, and improved accessibility for people with disabilities.

COMPASS PM:

Congestion Reduction/System Reliability

Transportation Safety

Environmental Sustainability

Federal PM:



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
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
2023	0	0	0	0	0	520	520	0	520
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$520	\$520	\$0	\$520

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

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

Regionally Significant: Inflated

Key #: 18833

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$463

Total Programmed Cost: \$120

Total Cost (Prev. + Prog.): \$583

COMPASS PM:

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

Federal PM:



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		Program						Local Match	
State		Transit Operations						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	60	60	0	60
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
2023	0	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

Funding Source		Program						Local Match	
STP-State		State Hwy - Safety & Capacity (Safety)						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	60	60	0	60
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
2023	0	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)

ITS, Smart Arterial Management, Ada County

Regionally Significant: Inflated

Key #: 20782

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$3,491

Total Programmed Cost: (\$3,491)

Total Cost (Prev. + Prog.): \$0

COMPASS PM:

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

Federal PM:



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
2019	0	0	0	0	0	-1,241	-1,241	0	-1,241
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
2023	0	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	(\$1,241)	(\$1,241)	\$0	(\$1,241)

Funding Source		Discretionary		Program				Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	-2,250	-2,250	-1,800	-450
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	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)	(\$1,800)	(\$450)

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

Linder Road and Deer Flat Road Intersection, Kuna

Regionally Significant: Inflated

Key #: 13492

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$1,160

Total Programmed Cost: \$3,548

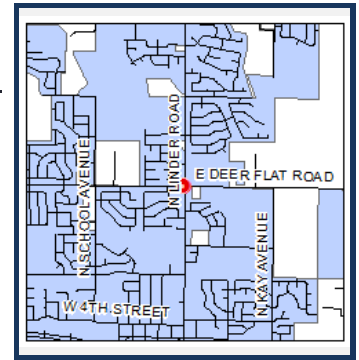
Total Cost (Prev. + Prog.): \$4,708

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.

COMPASS PM:

- Housing
- Community Infrastructure
- Transportation Safety
- Health

Federal PM:



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	
2019	3	10	128	0	0	0	141	131	10	
2020	0	0	0	0	491	2,916	3,407	3,157	250	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$3	\$10	\$128	\$0	\$491	\$2,916	\$3,548	\$3,288	\$260	

Linder Road, Cayuse Creek Drive to US 20/26 (Chinden Boulevard), Meridian

Regionally Significant: Inflated

Key #: RD202-17

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$121

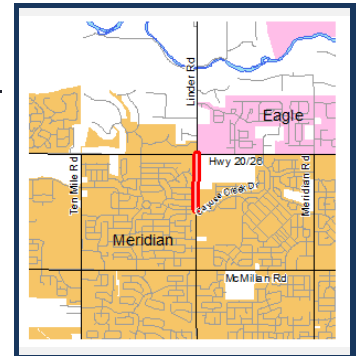
Total Cost (Prev. + Prog.): \$121

Project Description : Widen Linder Road from Cayuse Creek Drive to US 20/26 (Chinden Boulevard) to five lanes with curb, gutter, sidewalk, and bike lanes.

COMPASS PM:

- Congestion Reduction/System Reliability
- Transportation Safety
- Housing
- Community Infrastructure

Federal PM:



Funding Source		Local (Regionally Significant)		Program			Hwy - Non-Participating		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	5	0	55	60	0	60	
2020	0	0	0	0	0	61	61	0	61	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$5	\$0	\$116	\$121	\$0	\$121	

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

Linder Road, Franklin Road to Pine Avenue, Meridian

Regionally Significant: Inflated

Key #: RD213-16

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$295

Total Programmed Cost: \$2,709

Total Cost (Prev. + Prog.): \$3,004

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.

COMPASS PM:

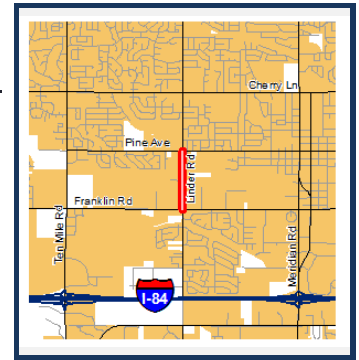
Housing

Transportation Safety

Congestion Reduction/System Reliability

Community Infrastructure

Federal PM:



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
2019	0	0	245	0	0	0	245	0	245
2020	0	0	37	61	24	2,226	2,348	0	2,348
2021	0	0	0	0	3	113	116	0	116
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$282	\$61	\$27	\$2,339	\$2,709	\$0	\$2,709

Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle

Regionally Significant: Inflated

Key #: RD209-28

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,100

Total Cost (Prev. + Prog.): \$6,100

Project Description : Widen Linder Road from SH-44 (State Street) to Floating Feather Road in the City of Eagle to five lanes with curb, gutter, sidewalk, and bike lanes. Project includes construction of a multi-lane roundabout at Linder Road and Floating Feather Road (IN 217-03), two bridges, and an enhanced pedestrian crossing (pedestrian hybrid beacon) at Linder Road and Saguaro Drive.

COMPASS PM:

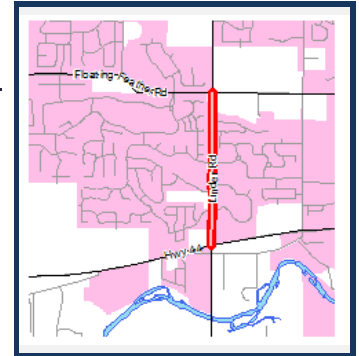
Community Infrastructure

Housing

Congestion Reduction/System Reliability

Transportation Safety

Federal PM:



Funding Source Local (Regionally Significant) Program Hwy - Non-Participating								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	465	5	0	0	0	470	0	470
2020	0	0	900	5	0	0	905	0	905
2021	0	0	0	0	0	4,725	4,725	0	4,725
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$465	\$905	\$5	\$0	\$4,725	\$6,100	\$0	\$6,100

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

Linder Road, Ustick Road to McMillan Road, Meridian

Regionally Significant: Inflated

Key #: RD202-18

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$893

Total Programmed Cost: \$424

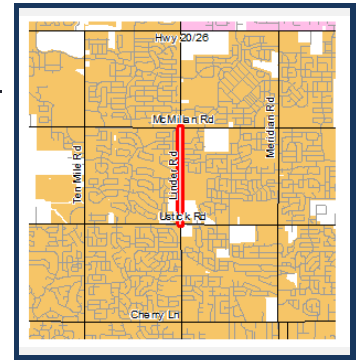
Total Cost (Prev. + Prog.): \$1,317

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

COMPASS PM:

- Congestion Reduction/System Reliability
- Housing
- Transportation Safety
- Community Infrastructure

Federal PM:



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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	24	400	424	0	424
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$24	\$400	\$424	\$0	\$424

Lone Star Road and Middleton Road, Intersection Improvements, Nampa

Regionally Significant: Inflated

Key #: 20613

Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Expenditures: \$216

Total Programmed Cost: \$1,299

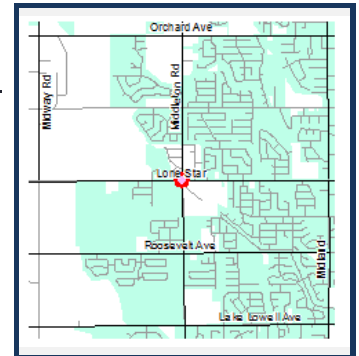
Total Cost (Prev. + Prog.): \$1,515

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

COMPASS PM:

- Transportation Safety
- Environmental Sustainability
- Community Infrastructure

Federal PM:



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
2019	-4	18	0	0	216	1,069	1,299	1,204	95
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$4)	\$18	\$0	\$0	\$216	\$1,069	\$1,299	\$1,204	\$95

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

Main Street, Avenue A to Avenue C, Kuna

Regionally Significant: Inflated

Key #: 20143

Requesting Agency: City of Kuna

Project Year: 2020-2021

Total Previous Expenditures: \$141

Total Programmed Cost: \$2,504

Total Cost (Prev. + Prog.): \$2,645

COMPASS PM:

- Land Use
- Transportation Safety
- Environmental Sustainability
- Health

Federal PM:



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

Funding Source		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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	510	510	0	510
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	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	\$510	\$510	\$0	\$510

Funding Source		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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	78	247	325	301	24
2021	0	0	0	0	0	80	80	74	6
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$78	\$327	\$405	\$375	\$30

Funding Source		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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	302	302	0	302
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	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	\$302	\$302	\$0	\$302

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

Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives					Local Match 11.20%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	573	573	509	64
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	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	\$573	\$573	\$509	\$64

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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	714	714	662	52
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	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	\$714	\$714	\$662	\$52

Microseals, Ada and Canyon Counties

Regionally Significant: Inflated

Key #: 20536

Requesting Agency: ITD

Project Year: 2022

Total Previous Expenditures: \$75

Total Programmed Cost: \$7,803

Total Cost (Prev. + Prog.): \$7,878

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); and SH-44, SH-16 to Glenwood Street.

COMPASS PM:

Maintenance

Farmland

Federal PM:



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
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	520	7,283	7,803	7,230	573
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$520	\$7,283	\$7,803	\$7,230	\$573

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

Middleton Road and Cornell Street, Intersection Improvements, Middleton

Regionally Significant: Inflated

Key #: 20430

Requesting Agency: City of Middleton

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$308

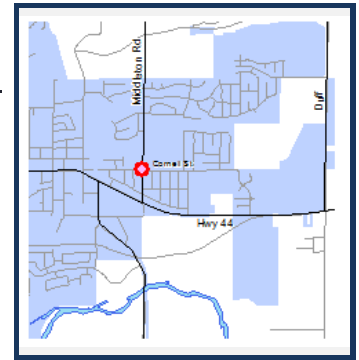
Total Cost (Prev. + Prog.): \$308

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

COMPASS PM:

Transportation Safety
Environmental Sustainability
Community Infrastructure
Farmland

Federal PM:



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	
2019	12	40	0	0	0	0	52	48	4	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	45	211	256	237	19	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$12	\$40	\$0	\$0	\$45	\$211	\$308	\$285	\$23	

Middleton Road and Ustick Road, Roundabout, Caldwell

Regionally Significant: Inflated

Key #: 13487

Requesting Agency: City of Caldwell

Project Year: 2021

Total Previous Expenditures: \$317

Total Programmed Cost: \$1,060

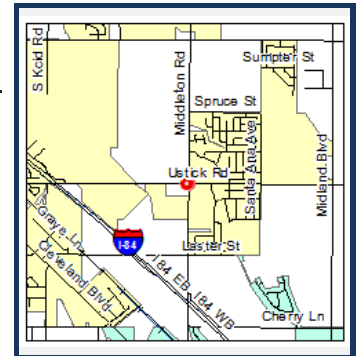
Total Cost (Prev. + Prog.): \$1,377

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

COMPASS PM:

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

Federal PM:



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	
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	78	641	730	676	54	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$330	\$11	\$78	\$641	\$1,060	\$982	\$78	

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

Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County

Regionally Significant: Inflated

Key #: 22016

Requesting Agency: Canyon Highway District

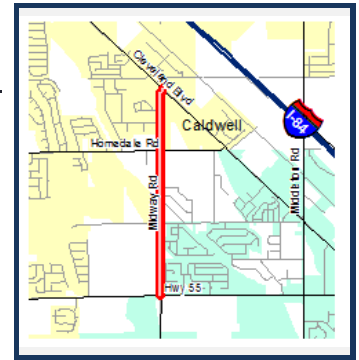
Project Year: PD City of Caldwell

COMPASS PM:

Maintenance

Farmland

Federal PM:



Total Previous Expenditures: \$0

Total Programmed Cost: \$1,313

Total Cost (Prev. + Prog.): \$1,313

Project Description : Rehabilitate pavement and construct shared-use shoulders on Midway Road between SH-55 (Karcher Road) and I-84B (Caldwell Boulevard) in Canyon County.

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
2019	26	129	11	0	0	0	0	166	154	12
2020	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	274	873	1,147	1,063	84	
Fund Totals:	\$26	\$129	\$11	\$0	\$274	\$873	\$1,313	\$1,217	\$96	

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

Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant: Inflated

Key #: 13494

Requesting Agency: Canyon Highway District

Project Year: 2023 City of Caldwell

Total Previous Expenditures: \$2,142

Total Programmed Cost: \$8,842

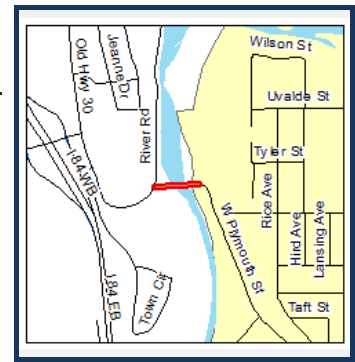
Total Cost (Prev. + Prog.): \$10,984

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.

COMPASS PM:

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

Federal PM:



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
2019	60	100	0	0	0	0	160	148	12
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
2023	0	0	0	0	301	1,539	1,840	1,705	135
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$60	\$100	\$174	\$0	\$301	\$1,539	\$2,174	\$2,014	\$160

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
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
2023	0	0	0	0	847	5,650	6,497	6,020	477
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$19	\$0	\$152	\$0	\$847	\$5,650	\$6,668	\$6,179	\$489

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

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

Regionally Significant: Inflated

Key #: RD207-01

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,325

Total Cost (Prev. + Prog.): \$5,325

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.

COMPASS PM:

Congestion Reduction/System Reliability
Transportation Safety
Community Infrastructure
Environmental Sustainability

Federal PM:



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
2019	0	390	0	0	0	0	390	0	390
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
2023	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	\$390	\$857	\$0	\$0	\$4,078	\$5,325	\$0	\$5,325

Pathway, Dry Creek Trail and Underpass, Eagle

Regionally Significant: Inflated

Key #: 13916

Requesting Agency: City of Eagle

Project Year: 2017-2018

Total Previous Expenditures: \$541

Total Programmed Cost: \$25

Total Cost (Prev. + Prog.): \$566

Project Description : Provide a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle and connect the Dry Creek Pathway to Dry Creek Valley, Spring Valley, SH-55 and the Boise River Greenbelt. Construction funding scheduled in FY2017 and FY2018.

COMPASS PM:

Health
Transportation Safety
Environmental Sustainability
Congestion Reduction/System Reliability

Federal PM:



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
2019	0	0	0	0	0	25	25	23	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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$25	\$25	\$23	\$2

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

Pathway, Fairview Avenue Greenbelt Ramp, Boise

Regionally Significant: Inflated

Key #: 20639

Requesting Agency: City of Boise

Project Year: 2020

Total Previous Expenditures: \$54

Total Programmed Cost: \$163

Total Cost (Prev. + Prog.): \$217

COMPASS PM:

- Health
- Open Space
- Transportation Safety
- Community Infrastructure

Federal PM:



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
2019	0	0	0	0	0	0	0	0	0
2020	4	0	0	0	31	119	154	143	11
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	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	\$31	\$119	\$154	\$143	\$11

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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	9	9	0	9
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$9	\$9	\$0	\$9

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

Pathway, Grimes Pathway, Nampa

Regionally Significant: Inflated

Key #: 22076

Requesting Agency: City of Nampa

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$264

Total Cost (Prev. + Prog.): \$264

Project Description : Add two sections to the Grimes City Pathway in the City of Nampa. A new southern section extending northeast from Karcher Road to between McDonagh Park and the railroad tracks. A new northern section connecting to an existing pathway in Sunset Oaks Park, then extend north to Birch Lane.

COMPASS PM:

Community Infrastructure

Health

Open Space

Federal PM:



Funding Source		Program							Local Match	
TAP-Urban		Local Hwy - Transportation Alternatives							7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	264	264	245	19	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	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	\$264	\$264	\$245	\$19	

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

Regionally Significant: Inflated

Key #: 20076

Requesting Agency: City of Caldwell

Project Year: 2019

Total Previous Expenditures: \$144

Total Programmed Cost: \$411

Total Cost (Prev. + Prog.): \$555

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.

COMPASS PM:

Open Space

Community Infrastructure

Health

Environmental Sustainability

Federal PM:



Funding Source		Program							Local Match	
TAP-Urban		Local Hwy - Transportation Alternatives							10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	411	411	370	41	
2020	0	0	0	0	-20	20	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	(\$20)	\$431	\$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

Regionally Significant: Inflated

Key #: 20141

Requesting Agency: City of Nampa

Project Year: 2019

Total Previous Expenditures: \$102

Total Programmed Cost: \$486

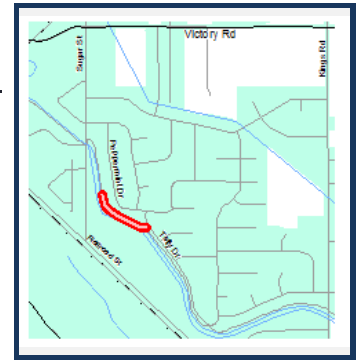
Total Cost (Prev. + Prog.): \$588

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.

COMPASS PM:

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

Federal PM:



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
2019	0	0	0	0	0	52	52	48	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	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$52	\$52	\$48	\$4

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
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
2023	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	\$0	\$0	\$5	\$0	\$5

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
2019	0	11	0	0	52	366	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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$11	\$0	\$0	\$52	\$366	\$429	\$398	\$31

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

Pathway, Rail with Trail, Meridian

Regionally Significant: Inflated

Key #: 13918

Requesting Agency: City of Meridian

Project Year: PD

Total Previous Expenditures: \$74

Total Programmed Cost: \$653

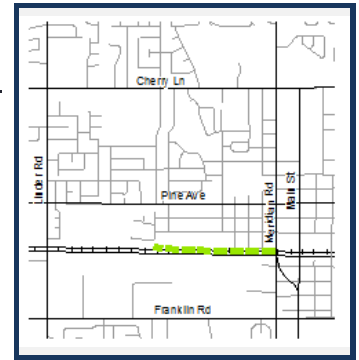
Total Cost (Prev. + Prog.): \$727

Project Description : Construct a multi-use pathway in the City of Meridian parallel to the railroad tracks for approximately 1/2 mile west towards Linder Road from Meridian Road.

COMPASS PM:

- Land Use
- Environmental Sustainability
- Open Space
- Transportation Safety

Federal PM:



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
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	59	472	531	492	39
Fund Totals:	\$0	\$0	\$0	\$0	\$59	\$472	\$531	\$492	\$39

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
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
2023	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, Amity Avenue to Sherman Avenue, Nampa

Regionally Significant: Inflated

Key #: 22070

Requesting Agency: City of Nampa

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$539

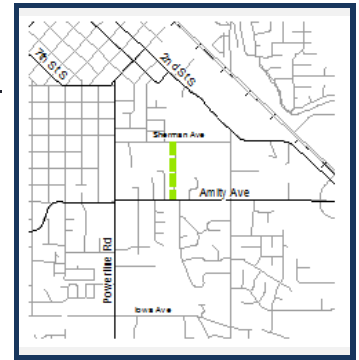
Total Cost (Prev. + Prog.): \$539

Project Description : Extend Stoddard Pathway from Amity Avenue to Sherman Avenue in southeast Nampa (Phase 2). The extension will provide a safe route to Sherman Elementary. Install a rapid flashing beacon at the Amity Avenue roadway crossing.

COMPASS PM:

Community Infrastructure
Health
Open Space
Environmental Sustainability

Federal PM:



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	Construction	Total	Federal Share	Local Share	
2019	15	51	0	0	0	0	0	66	61	5	
2020	0	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	473	473	438	35	
2022	0	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$15	\$51	\$0	\$0	\$0	\$0	\$473	\$539	\$499	\$40	

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

Regionally Significant: Inflated

Key #: 22050

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).

COMPASS PM:

Community Infrastructure
Health
Open Space
Environmental Sustainability

Federal PM:



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	Construction	Total	Federal Share	Local Share	
2019	11	55	0	0	0	0	0	66	61	5	
2020	0	0	0	0	0	0	467	467	433	34	
2021	0	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$11	\$55	\$0	\$0	\$0	\$0	\$467	\$533	\$494	\$39	

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

Pavement Preservation and ADA, Local, Boise Area – FY2022

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20006

Maintenance



Requesting Agency: ACHD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$362

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

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. This project could convert to federal-aid if funds become available. Segments will be determined prior to the obligation in the design year.



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
2019	0	0	0	0	0	0	0	0	0
2020	5	51	0	0	0	0	56	0	56
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	306	306	0	306
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$51	\$0	\$0	\$0	\$306	\$362	\$0	\$362

Pavement Preservation and ADA, Local, Boise Area – FY2023

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20080

Maintenance



Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$362

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

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. This project could convert to federal-aid if funds become available. Segments will be determined prior to the obligation in the design year.



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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	5	51	0	0	0	0	56	0	56
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	306	306	0	306
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$51	\$0	\$0	\$0	\$306	\$362	\$0	\$362

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

Pavement Preservation and ADA, Local, Boise Area – FY2024

Regionally Significant: Inflated COMPASS PM:
Maintenance Federal PM:

Key #: 20683



Requesting Agency: ACHD
 Project Year: PD
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$362
 Total Cost (Prev. + Prog.): \$362

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. This project could convert to federal-aid if funds become available. Segments will be determined prior to the obligation in the design year.

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
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	5	51	0	0	0	0	56	0	56
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	306	306	0	306
Fund Totals:	\$5	\$51	\$0	\$0	\$0	\$306	\$362	\$0	\$362

Pavement Preservation and ADA, Local, Boise Area – FY2025

Regionally Significant: Inflated COMPASS PM:
Maintenance Federal PM:

Key #: 21902



Requesting Agency: ACHD
 Project Year: PD
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$355
 Total Cost (Prev. + Prog.): \$355

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. This project could convert to federal-aid if funds become available. Segments will be determined prior to the obligation in the design year.

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
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
2023	5	50	0	0	0	0	55	0	55
PD	0	0	0	0	0	300	300	0	300
Fund Totals:	\$5	\$50	\$0	\$0	\$0	\$300	\$355	\$0	\$355

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

Pavement Preservation and ADA, Phase 1, Boise Area – FY2022

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 19465

Maintenance



Requesting Agency: ACHD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,088

Total Cost (Prev. + Prog.): \$6,088

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments will be determined prior to the obligation in the design year.

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		
2019	0	0	0	0	0	0	0	0	0		
2020	20	533	0	0	0	0	553	512	41		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	722	4,813	5,535	5,129	406		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$20	\$533	\$0	\$0	\$722	\$4,813	\$6,088	\$5,641	\$447		

Pavement Preservation and ADA, Phase 1, Boise Area – FY2023

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20259

Maintenance



Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,807

Total Cost (Prev. + Prog.): \$5,807

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments will be determined prior to the obligation in the design year.

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		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	20	508	0	0	0	0	528	489	39		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	689	4,590	5,279	4,892	387		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$20	\$508	\$0	\$0	\$689	\$4,590	\$5,807	\$5,381	\$426		

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

Pavement Preservation and ADA, Phase 1, Boise Area – FY2024

Regionally Significant: Inflated

COMPASS PM:
Maintenance

Federal PM:

Key #: 20674



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,530

Total Cost (Prev. + Prog.): \$5,530

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments will be determined prior to the obligation in the design year.

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	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	0	
2022	20	482	0	0	0	0	0	502	465	37	
2023	0	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	656	4,372	0	5,028	4,659	369	
Fund Totals:	\$20	\$482	\$0	\$0	\$656	\$4,372		\$5,530	\$5,124	\$406	

Pavement Preservation and ADA, Phase 1, Boise Area – FY2025

Regionally Significant: Inflated

COMPASS PM:
Maintenance

Federal PM:

Key #: 21896



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,657

Total Cost (Prev. + Prog.): \$5,657

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments will be determined prior to the obligation in the design year.

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	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	0	
2023	20	493	0	0	0	0	0	513	475	38	
PD	0	0	0	0	671	4,473	0	5,144	4,766	378	
Fund Totals:	\$20	\$493	\$0	\$0	\$671	\$4,473		\$5,657	\$5,242	\$415	

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

Pavement Preservation and ADA, Phase 2, Boise Area – FY2022

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20122

Maintenance



Requesting Agency: ACHD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,609

Total Cost (Prev. + Prog.): \$2,609

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments will be determined prior to the obligation in the design year.



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		
2019	0	0	0	0	0	0	0	0	0		
2020	9	228	0	0	0	0	237	220	17		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	309	2,063	2,372	2,198	174		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$9	\$228	\$0	\$0	\$309	\$2,063	\$2,609	\$2,417	\$192		

Pavement Preservation and ADA, Phase 2, Boise Area – FY2023

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 19993

Maintenance



Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,489

Total Cost (Prev. + Prog.): \$2,489

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments will be determined prior to the obligation in the design year.



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		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	9	217	0	0	0	0	226	209	17		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	295	1,968	2,263	2,097	166		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$9	\$217	\$0	\$0	\$295	\$1,968	\$2,489	\$2,306	\$183		

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

Pavement Preservation and ADA, Phase 2, Boise Area – FY2024

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20538

Maintenance



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,370

Total Cost (Prev. + Prog.): \$2,370

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments will be determined prior to the obligation in the design year.

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		
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	195	0	0	0	0	215	199	16		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	281	1,874	2,155	1,997	158		
Fund Totals:	\$20	\$195	\$0	\$0	\$281	\$1,874	\$2,370	\$2,196	\$174		

Pavement Preservation and ADA, Phase 2, Boise Area – FY2025

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 21898

Maintenance



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 pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments will be determined prior to the obligation in the design year.

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		
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		
2023	20	201	0	0	0	0	221	205	16		
PD	0	0	0	0	288	1,917	2,205	2,043	162		
Fund Totals:	\$20	\$201	\$0	\$0	\$288	\$1,917	\$2,426	\$2,248	\$178		

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

Peckham Road Intersections, Canyon County

Regionally Significant: Inflated

Key #: 22101

Requesting Agency: Golden Gate HD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$392

Total Cost (Prev. + Prog.): \$392

Project Description : Reconstruct three intersections on Peckham Road at Travis Road, Allendale Road, and Van Slyke Road between the Cities of Wilder and Greenleaf in Canyon County. Each intersection is substandard for truck turning movements. The reconstruction will provide larger turning radii to eliminate truck off-tracking and reduce edge breakup. The intersection improvements will also allow trucks to maintain their own travel lane while making turns. All construction will adhere to current Association of Canyon County Highway District (ACCHD) standards.

COMPASS PM:

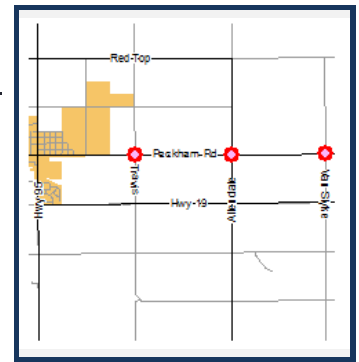
Congestion Reduction/System Reliability

Farmland

Community Infrastructure

Freight Movement and Economic Vitality

Federal PM:



Cost Year*	Funding Source Freight		Program State Hwy - Freight					Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	5	30	0	0	0	0	35	32	3
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	357	357	331	26
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$30	\$0	\$0	\$0	\$357	\$392	\$363	\$29

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

Regionally Significant: Inflated

Key #: 13964

Requesting Agency: Golden Gate HD

Project Year: 2020

Total Previous Expenditures: \$525

Total Programmed Cost: \$3,276

Total Cost (Prev. + Prog.): \$3,801

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.

COMPASS PM:

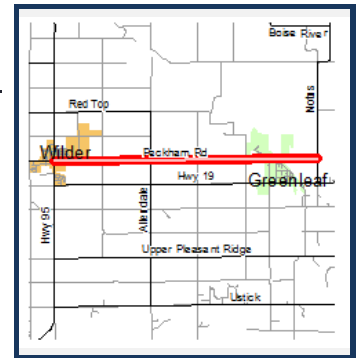
Environmental Sustainability

Maintenance

Farmland

Transportation Safety

Federal PM:



Cost Year*	Funding Source STP-R		Program Local Hwy - Rural					Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	13	0	168	0	0	0	181	168	13
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$13	\$0	\$168	\$0	\$695	\$2,400	\$3,276	\$3,036	\$240

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

Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa

Regionally Significant: Inflated

Key #: 19855

Requesting Agency: City of Nampa

Project Year: 2019 Valley Regional Transit

Total Previous Expenditures: \$0

Total Programmed Cost: \$579

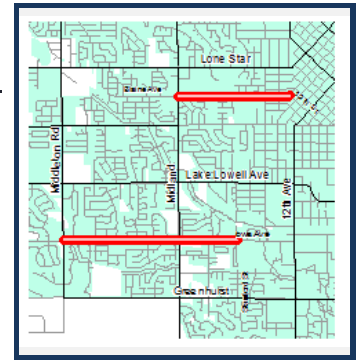
Total Cost (Prev. + Prog.): \$579

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. FY2014, FY2015, and FY2017 funds carried over to FY2019.

COMPASS PM:

Health
Transportation Safety
Environmental Sustainability
Open Space

Federal PM:



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		
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		
2023	0	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 and Widening, Montana Avenue, Caldwell

Regionally Significant: Inflated

Key #: 22018

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$609

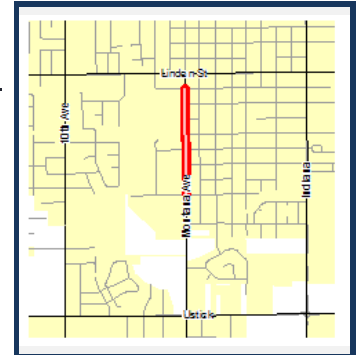
Total Cost (Prev. + Prog.): \$609

Project Description : Construct sidewalk from Syringa Middle School to Spruce Street on the West side of Montana Avenue in the City of Caldwell. Project includes a pedestrian crossings and rectangular rapid flashing beacons at the Alder Street and the Spruce Street intersections across Montana Avenue.

COMPASS PM:

Community Infrastructure
Health
Open Space
Transportation Safety

Federal PM:



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		
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	4	67	0	0	0	0	71	66	5		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	70	468	538	499	39		
Fund Totals:	\$4	\$67	\$0	\$0	\$70	\$468	\$609	\$564	\$45		

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

Pedestrian Improvements, Historic North Nampa Pathway, Nampa

Regionally Significant: Inflated

Key #: 19959

Requesting Agency: VRT/City of Nampa

Project Year: 2018

Total Previous Expenditures: \$0

Total Programmed Cost: \$590

Total Cost (Prev. + Prog.): \$590

COMPASS PM:

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

Federal PM:



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. FY2014 funds carried over to FY2019.

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
2019	0	0	0	0	0	590	590	472	118
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
2023	0	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, SH-55 (Eagle Road), Franklin to Pine, Meridian

Regionally Significant: Inflated

Key #: 20542

Requesting Agency: City of Meridian

Project Year: PD

Total Previous Expenditures: \$0

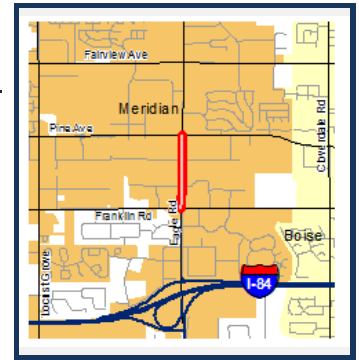
Total Programmed Cost: \$726

Total Cost (Prev. + Prog.): \$726

COMPASS PM:

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

Federal PM:



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 8-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
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	7	80	0	0	0	0	87	81	6
2023	0	0	98	0	0	0	98	91	7
PD	0	0	0	0	64	235	299	277	22
Fund Totals:	\$7	\$80	\$98	\$0	\$64	\$235	\$484	\$448	\$36

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
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	138	138	0	138
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$138	\$138	\$0	\$138

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
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	104	104	96	8
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$104	\$104	\$96	\$8

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

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

Regionally Significant: Inflated

Key #: 20549

Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$216

Total Cost (Prev. + Prog.): \$216

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

COMPASS PM:

Transportation Safety
Environmental Sustainability
Community Infrastructure

Federal PM:



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				
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				
2023	0	0	0	0	35	124	159	147	12				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$8	\$49	\$0	\$0	\$35	\$124	\$216	\$200	\$16				

Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant: Inflated

Key #: 18854

Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,556

Total Cost (Prev. + Prog.): \$6,556

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.

COMPASS PM:

Support

Federal PM:



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				
2019	0	0	0	0	0	568	568	454	114				
2020	0	0	0	0	0	1,956	1,956	1,565	391				
2021	0	0	0	0	0	1,008	1,008	806	202				
2022	0	0	0	0	0	1,008	1,008	806	202				
2023	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	\$6,556	\$6,556	\$5,245	\$1,311				

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

Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 18842

Support

Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,739

Total Cost (Prev. + Prog.): \$2,739

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	203	203	162	41				
2020	0	0	0	0	0	1,024	1,024	819	205				
2021	0	0	0	0	0	378	378	302	76				
2022	0	0	0	0	0	378	378	302	76				
2023	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	\$2,739	\$2,739	\$2,191	\$548				

Planning, Communities in Motion Update, COMPASS

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 19571

Support

Requesting Agency: COMPASS

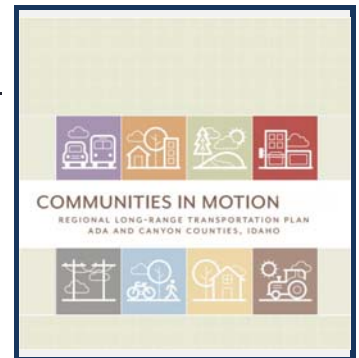
Project Year: 2019-2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$725

Total Cost (Prev. + Prog.): \$725

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	513	0	0	0	0	513	475	38				
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				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$0	\$725	\$0	\$0	\$0	\$0	\$725	\$672	\$53				

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

Planning, Communities in Motion Update, COMPASS

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20271

Support

Requesting Agency: COMPASS

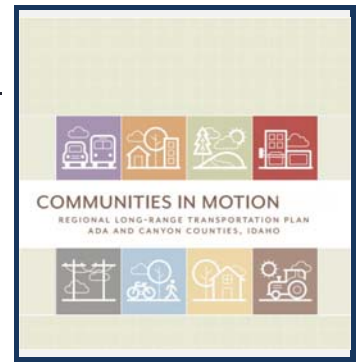
Project Year: 2023-PD

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	
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	
2023	0	30	0	0	0	0	30	28	2	
PD	0	279	0	0	0	0	279	259	20	
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

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: CPA1

Support

Requesting Agency: COMPASS

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,887

Total Cost (Prev. + Prog.): \$1,887

Project Description : Assist COMPASS in meeting federal transportation planning responsibilities. These projects tie to ITD key numbers 19060, 19389, 19920, 20560, 21889, 19766, 20113, and ORN22387.



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	
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	99	0	0	0	0	99	92	7	
2023	0	99	0	0	0	0	99	92	7	
PD	0	99	0	0	0	0	99	92	7	
Fund Totals:	\$0	\$495	\$0	\$0	\$0	\$0	\$495	\$459	\$36	

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	
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	
2023	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

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 13046

Support

Requesting Agency: COMPASS

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
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
2023	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

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: CPA2

Support

Requesting Agency: COMPASS

Project Year: 2019-2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,438

Total Cost (Prev. + Prog.): \$7,438

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, 19258, 20050, 20640, 22108, and ORN22494.



Metropolitan Planning

Funding Source		Program					Local Match		
FTA 5303		Transit Capital					7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
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
2023	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

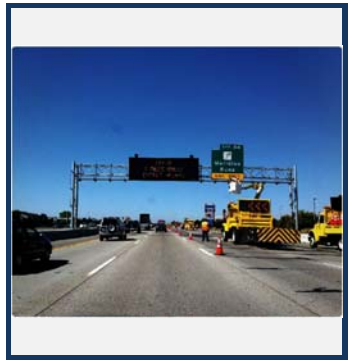
Funding Source		Program					Local Match		
Metropolitan Planning		Hwy - Metropolitan Planning					7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	1,172	0	0	0	0	1,172	1,086	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
2023	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	\$5,968	\$0	\$0	\$0	\$0	\$5,968	\$5,530	\$438

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

Planning, Transportation Operations and ITS Plan Update, COMPASS

Regionally Significant: Inflated COMPASS PM: Federal PM:
 Key #: 18694 Support

Requesting Agency: COMPASS
 Project Year: 2019-2020
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$250
 Total Cost (Prev. + Prog.): \$250



Project Description : Update the Treasure Valley Transportation System: Operations, Management, and ITS plan, including a comprehensive update of the existing conditions assessment, regional ITS inventory, vision, operational concept, implementation plan, 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
2019	0	236	0	0	0	0	236	219	17
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$250	\$0	\$0	\$0	\$0	\$250	\$232	\$18

Planning, Travel Survey Data Collection, COMPASS

Regionally Significant: Inflated COMPASS PM: Federal PM:
 Key #: 19303 Support

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
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
2023	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

Regionally Significant: Inflated

Key #: 20692

Requesting Agency: City of Nampa

Project Year: 2019

Total Previous Expenditures: \$0

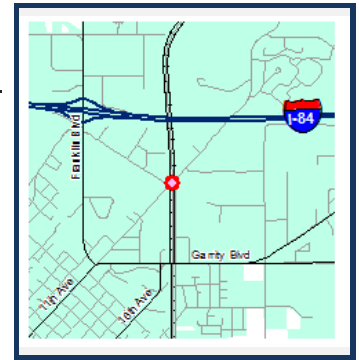
Total Programmed Cost: \$200

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.

COMPASS PM:
Maintenance
Transportation Safety

Federal PM:



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		
2019	0	0	0	0	0	200	200	180	20		
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		
2023	0	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

Regionally Significant: Inflated

Key #: 19461

Requesting Agency: City of Greenleaf

Project Year: 2018

Total Previous Expenditures: \$92

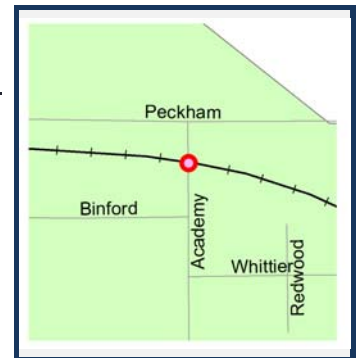
Total Programmed Cost: (\$33)

Total Cost (Prev. + Prog.): \$59

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.

COMPASS PM:
Maintenance
Transportation Safety

Federal PM:



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		
2019	0	0	0	0	0	0	0	0	0		
2020	-1	0	0	-29	-3	0	-33	-30	-3		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	(\$1)	\$0	\$0	(\$29)	(\$3)	\$0	(\$33)	(\$30)	(\$3)		

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

Railroad Crossing, Benjamin Lane, Boise

Regionally Significant: Inflated

Key #: 20537

Requesting Agency: ACHD

Project Year: 2022

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.

COMPASS PM:

Transportation Safety

Community Infrastructure

Federal PM:



Funding Source		Fed RRR		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		
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		
2023	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	\$316	\$326	\$293	\$33		

Railroad Crossing, Lemp Lane, Canyon County

Regionally Significant: Inflated

Key #: 20358

Requesting Agency: Notus-Parma Highway District

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$260

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

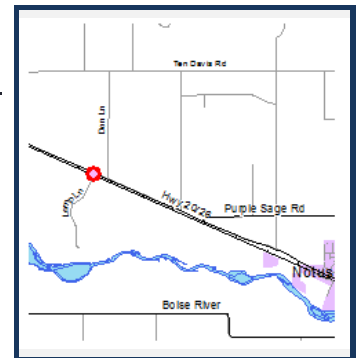
Project Description : Install signals and gates at the Union Pacific railroad crossing at Lemp Lane in Canyon County between the Cities of Parma and Notus. Local match from State Rail Protection Account.

COMPASS PM:

Transportation Safety

Farmland

Federal PM:



Funding Source		Fed RRR		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		
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		
2023	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

Regionally Significant: Inflated

Key #: 20355

Requesting Agency: Notus-Parma Highway District

Project Year: 2019

Total Previous Expenditures: \$15

Total Programmed Cost: \$586

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.

COMPASS PM:

Maintenance

Transportation Safety

Farmland

Federal PM:



Cost Year*	Funding Source Fed RRX		Program Hwy Safety - Federal Rail					Local Match 10.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	61	0	0	5	520	586	527	59
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$61	\$0	\$0	\$5	\$520	\$586	\$527	\$59

Railroad Crossing, Midland Boulevard, Nampa

Regionally Significant: Inflated

Key #: 22034

Requesting Agency: City of Nampa

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$79

Total Cost (Prev. + Prog.): \$79

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

COMPASS PM:

Transportation Safety

Federal PM:



Cost Year*	Funding Source Fed RRX		Program Hwy Safety - Federal Rail					Local Match 10.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	3	0	0	64	12	0	79	71	8
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$3	\$0	\$0	\$64	\$12	\$0	\$79	\$71	\$8

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

Railroad Crossing, North Linder Road, Meridian

Regionally Significant:

Inflated

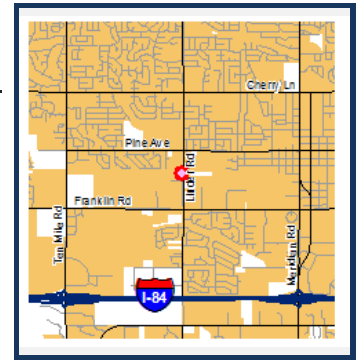
COMPASS PM:

Federal PM:

Key #: 19875

Transportation Safety

Community Infrastructure



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$622

Total Cost (Prev. + Prog.): \$622

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		
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		
2023	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		

Funding Source		STP-TMA		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		
2019	0	0	87	0	0	0	87	81	6		
2020	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$87	\$0	\$0	\$0	\$87	\$81	\$6		

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

Railroad Crossing, Old Fort Boise Road, Canyon County

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20606

Transportation Safety



Requesting Agency: Notus-Parma Highway District

Farmland

Project Year: 2023

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
2019	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0
2022	10	0	0	10	0	0	20	20	18	2
2023	0	0	0	0	0	235	235	235	212	24
PD	0	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$10	\$0	\$235	\$255	\$255	\$230	\$26

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

SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties

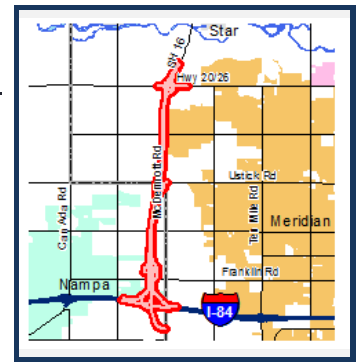
Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20788

Support



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$200

Total Programmed Cost: \$98,440

Total Cost (Prev. + Prog.): \$98,640

Project Description : Preliminary engineering and right-of-way acquisition only on SH-16 between I-84 and US 20/26 (Chinden Boulevard) and SH-44 (State Street) 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, update right-of-way and construction costs, and acquire right-of-way. (Construction is considered "unfunded.")

Funding Source IM		Program State Hwy - Restoration					Local Match 73.40%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	18,500	0	0	0	18,500	4,921	13,579
2021	0	0	7,500	0	0	0	7,500	1,995	5,505
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$26,000	\$0	\$0	\$0	\$26,000	\$6,916	\$19,084

Funding Source State		Program Hwy GARVEE - 2017 Legislative Authoriz					Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	50,503	0	0	0	50,503	0	50,503
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$50,503	\$0	\$0	\$0	\$50,503	\$0	\$50,503

Funding Source State		Program State Hwy - Significant Projects & Corrid					Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	10,615	0	0	0	10,615	0	10,615
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$10,615	\$0	\$0	\$0	\$10,615	\$0	\$10,615

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

Funding Source			Program					Local Match	
TECM			State Hwy - Safety & Capacity (Capacity)					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	7,800	3,522	0	0	0	11,322	0	11,322
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$7,800	\$3,522	\$0	\$0	\$0	\$11,322	\$0	\$11,322

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

Regionally Significant: Inflated

Key #: 19856

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$40

Total Programmed Cost: \$1,254

Total Cost (Prev. + Prog.): \$1,294

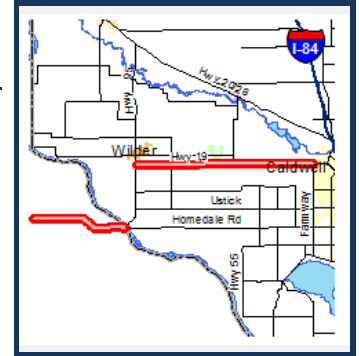
Project Description : Seal coat the pavement surface on SH-19 from the Oregon state line to US-95 in the City of Homedale and from US-95 near the City of Wilder to Farmway Road in the City of Caldwell to improve ride quality and extend the life of the pavement. (70% Canyon County and 30% Owyhee County)

COMPASS PM:

Maintenance

Farmland

Federal PM:



Funding Source			Program					Local Match	
STP-State			State Hwy - Pavement Preservation					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	-31	0	0	0	61	1,224	1,254	1,162	92
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$31)	\$0	\$0	\$0	\$61	\$1,224	\$1,254	\$1,162	\$92

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

SH-21, Technology Way to Surprise Way, Boise

Regionally Significant: Inflated

Key #: 20428

Requesting Agency: ITD

Project Year: 2022

Total Previous Expenditures: \$750

Total Programmed Cost: \$5,010

Total Cost (Prev. + Prog.): \$5,760

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.

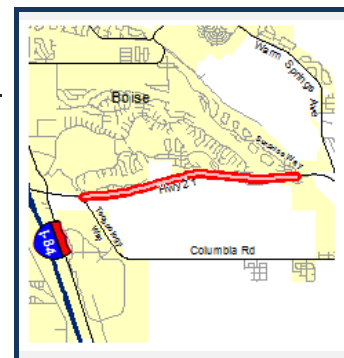
COMPASS PM:

Congestion Reduction/System Reliability

Transportation Safety

Community Infrastructure

Federal PM:



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
2019	-100	-500	0	0	0	0	-600	-556	-44
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$100)	(\$500)	\$0	\$0	\$510	\$5,100	\$5,010	\$4,642	\$368

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

Regionally Significant: Inflated

Key #: 13476

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$1,106

Total Programmed Cost: \$6,044

Total Cost (Prev. + Prog.): \$7,150

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.

COMPASS PM:

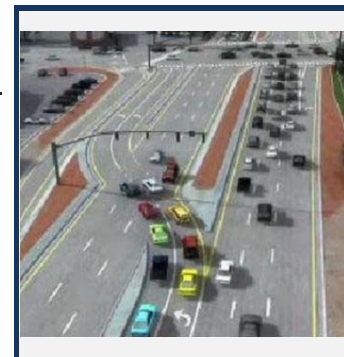
Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Community Infrastructure

Federal PM:



Funding Source		NHPP 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
2019	0	25	205	0	0	0	230	213	17
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	510	5,304	5,814	5,387	427
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$25	\$205	\$0	\$510	\$5,304	\$6,044	\$5,600	\$444

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

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

Regionally Significant: Inflated

Key #: 20266

Requesting Agency: ITD

Project Year: 2023

Total Previous Expenditures: \$1,000

Total Programmed Cost: \$8,848

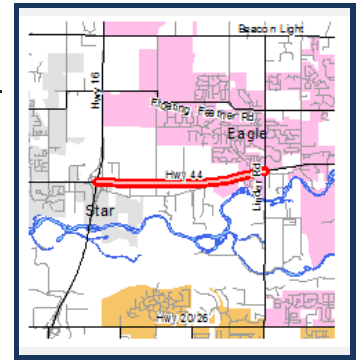
Total Cost (Prev. + Prog.): \$9,848

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.

COMPASS PM:

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

Federal PM:



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
2019	-100	-487	0	0	0	0	-587	0	-587
2020	0	0	765	0	0	0	765	0	765
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	765	7,905	8,670	0	8,670
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$100)	(\$487)	\$765	\$0	\$765	\$7,905	\$8,848	\$0	\$8,848

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

Regionally Significant: Inflated

Key #: 20574

Requesting Agency: ITD

Project Year: 2023

Total Previous Expenditures: \$1,200

Total Programmed Cost: \$6,650

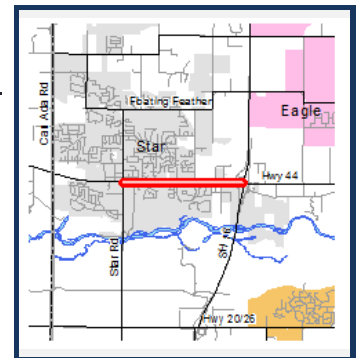
Total Cost (Prev. + Prog.): \$7,850

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.

COMPASS PM:

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

Federal PM:



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
2019	0	-1,000	0	0	0	0	-1,000	0	-1,000
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
2023	0	0	0	0	510	6,120	6,630	0	6,630
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	(\$1,000)	\$1,020	\$0	\$510	\$6,120	\$6,650	\$0	\$6,650

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

SH-44, Canyon Canal Bridge, Middleton

Regionally Significant: Inflated

Key #: 18950

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$1,465

Total Programmed Cost: \$21

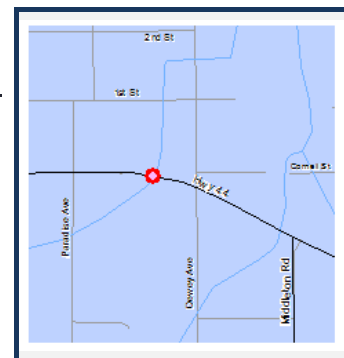
Total Cost (Prev. + Prog.): \$1,486

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.

COMPASS PM:

Transportation Infrastructure
Freight Movement and Economic Vitality
Community Infrastructure

Federal PM:



Funding Source		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
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$21	\$21	\$19	\$2

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

Regionally Significant: Inflated

Key #: 19709

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$50

Total Programmed Cost: \$2,284

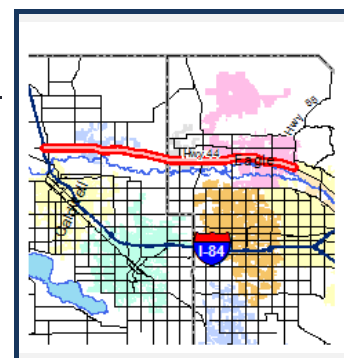
Total Cost (Prev. + Prog.): \$2,334

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

COMPASS PM:

Maintenance
Community Infrastructure
Farmland

Federal PM:



Funding Source		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
2019	-39	0	0	0	195	2,128	2,284	0	2,284
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	(\$39)	\$0	\$0	\$0	\$195	\$2,128	\$2,284	\$0	\$2,284

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

SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties

Regionally Significant: Inflated

Key #: 21849

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,358

Total Cost (Prev. + Prog.): \$2,358

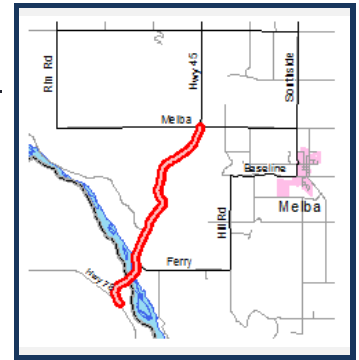
Project Description : Reconstruct SH-45 from the junction of SH-78 to Melba Road in Canyon County. (82% Canyon County and 17% Owyhee County)

COMPASS PM:

Maintenance

Farmland

Federal PM:



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
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	232	0	0	0	0	0	232	215	17
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	193	1,933	2,126	1,970	156
Fund Totals:	\$232	\$0	\$0	\$0	\$193	\$1,933	\$2,358	\$2,185	\$173

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

Regionally Significant: Inflated

Key #: 13349

Requesting Agency: Private Developer

Project Year: 2022

Total Previous Expenditures: \$145

Total Programmed Cost: \$5,031

Total Cost (Prev. + Prog.): \$5,176

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.

COMPASS PM:

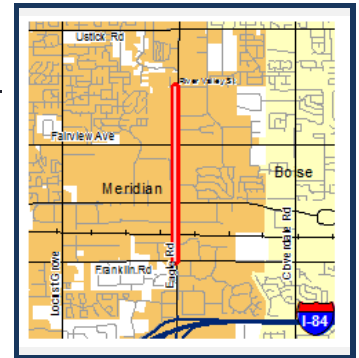
Congestion Reduction/System Reliability

Freight Movement and Economic Vitality

Transportation Safety

Community Infrastructure

Federal PM:



Funding Source		Program					Local Match 100.00%		
Cost Year*	STAR Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	31	0	31	0	31
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	5,000	5,000	0	5,000
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$31	\$5,000	\$5,031	\$0	\$5,031

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

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

Regionally Significant: Inflated

Key #: 21867

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

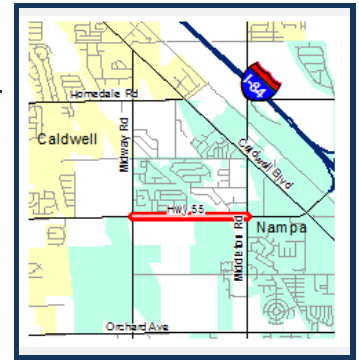
Total Programmed Cost: \$6,334

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

COMPASS PM:

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

Federal PM:



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.

Funding Source		TECM						Program		State Hwy - Safety & Capacity (Capacity)		Local Match		100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share						
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						
2023	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

Regionally Significant: Inflated

Key #: 20174

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$55

Total Programmed Cost: \$1,341

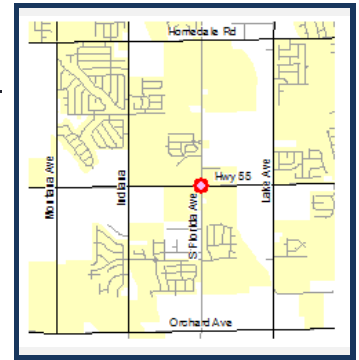
Total Cost (Prev. + Prog.): \$1,396

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.

COMPASS PM:

- Freight Movement and Economic Vitality
- Transportation Safety
- Community Infrastructure
- Farmland

Federal PM:



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
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
2023	0	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 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
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	102	1,122	1,224	1,134	90
Fund Totals:	\$0	\$0	\$0	\$0	\$102	\$1,122	\$1,224	\$1,134	\$90

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

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

Regionally Significant: Inflated

Key #: 20506

Requesting Agency: ITD

Project Year: 2023

Total Previous Expenditures: \$200

Total Programmed Cost: \$11,288

Total Cost (Prev. + Prog.): \$11,488

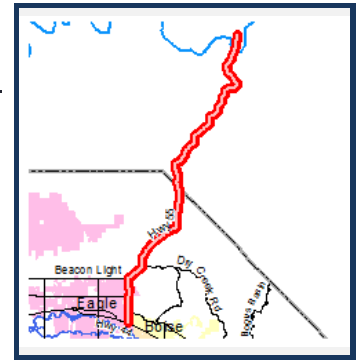
Project Description : Rehabilitate approximately 18 miles of pavement on SH-55 from SH-44 (State Street) to the Payette River Bridge in Ada and Boise Counties. (45% Ada County and 55% Boise County)

COMPASS PM:

Maintenance

Farmland

Federal PM:



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
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
2023	0	0	0	0	884	10,404	11,288	10,459	829
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$884	\$10,404	\$11,288	\$10,459	\$829

SH-55, Snake River Bridge, Marsing

Regionally Significant: Inflated

Key #: 13387

Requesting Agency: ITD

Project Year: 2019-2020

Total Previous Expenditures: \$1,309

Total Programmed Cost: \$16,630

Total Cost (Prev. + Prog.): \$17,939

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

COMPASS PM:

Transportation Infrastructure

Freight Movement and Economic Vitality

Farmland

Federal PM:



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
2019	9	-9	0	180	603	4,436	5,219	0	5,219
2020	0	0	0	0	0	11,411	11,411	0	11,411
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$9	(\$9)	\$0	\$180	\$603	\$15,847	\$16,630	\$0	\$16,630

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

Smith Avenue and Middleton Road, Signals, Nampa

Regionally Significant: Inflated

Key #: 20167

Requesting Agency: City of Nampa

Project Year: 2019

Total Previous Expenditures: \$77

Total Programmed Cost: \$520

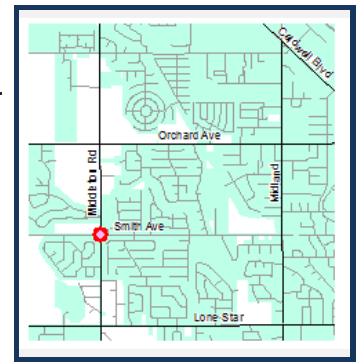
Total Cost (Prev. + Prog.): \$597

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.

COMPASS PM:

Transportation Safety
Environmental Sustainability
Community Infrastructure

Federal PM:



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
2019	0	0	0	0	60	460	520	482	38
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$60	\$460	\$520	\$482	\$38

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

South Cemetery Road, Highland Drive to Willow Creek, Middleton

Regionally Significant: Inflated

Key #: 12048

Requesting Agency: City of Middleton

Project Year: 2021

Total Previous Expenditures: \$587

Total Programmed Cost: \$2,791

Total Cost (Prev. + Prog.): \$3,378

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.

COMPASS PM:

Congestion Reduction/System Reliability

Community Infrastructure

Federal PM:



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	
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	333	2,283	2,616	2,424	192	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$333	\$2,283	\$2,616	\$2,424	\$192	

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	
2019	0	0	175	0	0	0	175	0	175	
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	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$175	\$0	\$0	\$0	\$175	\$0	\$175	

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

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

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 13909

Support

Requesting Agency: Valley Regional Transit

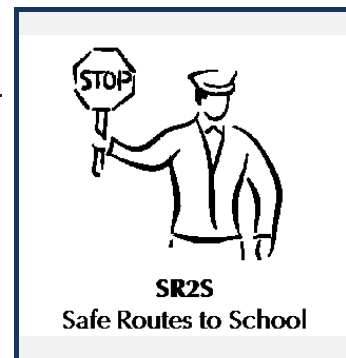
Project Year: 2016-2018

Total Previous Expenditures: \$248

Total Programmed Cost: (\$9)

Total Cost (Prev. + Prog.): \$239

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 Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	-9	-9	-8	-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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$9)	(\$9)	(\$8)	(\$1)

SR2S, VRT, Ada County - FY2019 and FY2020

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 13912

Support

Requesting Agency: Valley Regional Transit

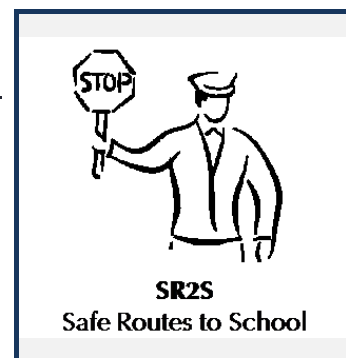
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$328

Total Cost (Prev. + Prog.): \$328

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
2019	0	0	0	0	0	328	328	304	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
2023	0	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	\$304	\$24

SR2S, VRT, Ada County - FY2021 and FY2022

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20245

Support



SR2S
Safe Routes to School

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$337

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

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
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	337	337	312	25
2022	0	0	0	0	0	0	0	0	0
2023	0	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	\$337	\$337	\$312	\$25

SR2S, VRT, Ada County - FY2023

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20493

Support



SR2S
Safe Routes to School

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$165

Total Cost (Prev. + Prog.): \$165

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
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
2023	0	0	0	0	0	165	165	153	12
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$165	\$165	\$153	\$12

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

SR2S, VRT, Ada County - FY2024 and FY2025

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 21910

Support



SR2S
Safe Routes to School

Requesting Agency: Valley Regional Transit

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$175

Total Cost (Prev. + Prog.): \$175

Project Description : Support up to three full-time and one part-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 FY2024 and FY2025. The Treasure Valley YMCA will receive pass-through funds for this project.

Funding Source		Program						Local Match	
TAP-TMA		Local Hwy - Transportation Alternatives						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
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
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	175	175	162	13
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$175	\$175	\$162	\$13

SR2S, VRT, Canyon County - FY2019

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 22029

Support



SR2S
Safe Routes to School

Requesting Agency: Valley Regional Transit

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.

Funding Source		Program						Local Match	
TAP-Urban		Local Hwy - Transportation Alternatives						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	65	65	60	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
2023	0	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	\$60	\$5

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

SR2S, VRT, Canyon County - FY2020

Regionally Significant: Inflated

Key #: 22030

COMPASS PM:

Support

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2020

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.



SR2S
Safe Routes to School

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		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	65	65	60	5		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	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	\$60	\$5		

SR2S, VRT, Canyon County - FY2021

Regionally Significant: Inflated

Key #: 22031

COMPASS PM:

Support

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2021

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.



SR2S
Safe Routes to School

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		
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	65	65	60	5		
2022	0	0	0	0	0	0	0	0	0		
2023	0	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	\$60	\$5		

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

State Street and Collister Drive Intersection, Boise

Regionally Significant: Inflated

Key #: 13481

Requesting Agency: ACHD

Project Year: 2018

Total Previous Expenditures: \$13,520

Total Programmed Cost: \$1,051

Total Cost (Prev. + Prog.): \$14,571

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

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

Federal PM:



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		
2019	0	0	0	0	0	20	20	0	20		
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		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$20	\$20	\$0	\$20		

Funding Source 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		
2019	0	0	0	161	0	870	1,031	955	76		
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		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$161	\$0	\$870	\$1,031	\$955	\$76		

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

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

Regionally Significant: Inflated

Key #: 20275

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$71

Total Programmed Cost: \$419

Total Cost (Prev. + Prog.): \$490

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

COMPASS PM:

Transportation Safety

Community Infrastructure

Federal PM:



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
2019	3	0	0	0	42	250	295	273	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
2023	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	\$42	\$250	\$295	\$273	\$22

Funding Source		STP-TMA		Program Local Hwy - Transportation Management				Local Match 73.40%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	124	124	33	91
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
2023	0	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	\$124	\$124	\$33	\$91

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

Study, Mores Creek Bridge Asset Plan, Ada County

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 21968

Support

Requesting Agency: ITD

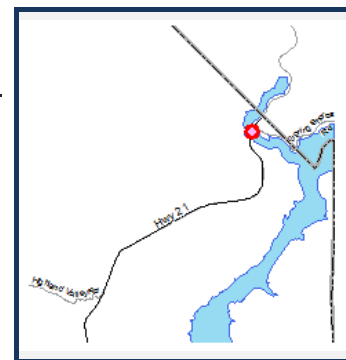
Project Year: 2019-2020

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.



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	Construction	Total	Federal Share	Local Share	
2019	25	250	0	0	0	0	0	275	255	20	
2020	5	0	0	0	0	0	0	5	5	0	
2021	0	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$30	\$250	\$0	\$0	\$0	\$0	\$0	\$280	\$259	\$21	

Study, Pavement Management Inventory and Plan, Canyon County

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 22020

Support

Requesting Agency: COMPASS

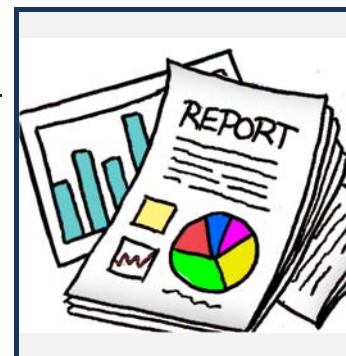
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

Total Cost (Prev. + Prog.): \$150

Project Description : Conduct a study to collect pavement condition data on arterial and collector roadways for a pavement condition index for jurisdictions not currently conducting such inspections in Canyon County. The study will also establish baseline data for pavement information, establish reporting protocols and collaboration of reporting, procure and support software purchase and training to perform predictive budgeting for pavement management programs.



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	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	0	
PD	0	150	0	0	0	0	0	150	139	11	
Fund Totals:	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$150	\$139	\$11	

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

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 21906

Support

Requesting Agency: ITD

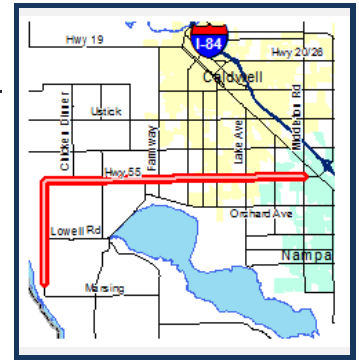
Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,337

Total Cost (Prev. + Prog.): \$2,337

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 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	37	2,300	0	0	0	0	2,337	2,165	172		
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		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$37	\$2,300	\$0	\$0	\$0	\$0	\$2,337	\$2,165	\$172		

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

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: RD202-31

Congestion Reduction/System Reliability
Transportation Safety
Community Infrastructure
Environmental Sustainability



Requesting Agency: ACHD

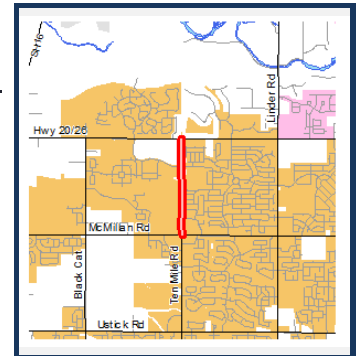
Project Year: PD

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		
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		
2023	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

Regionally Significant: Inflated

Key #: RD202-32

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,066

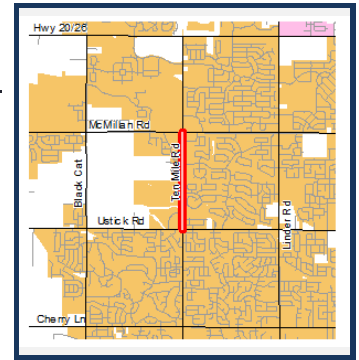
Total Cost (Prev. + Prog.): \$4,066

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, two bridge structures, and enhanced crossings at Tesino Drive and the pedestrian pathway south of Vicenza Way.

COMPASS PM:

- Transportation Safety
- Transportation Infrastructure
- Community Infrastructure
- Congestion Reduction/System Reliability

Federal PM:



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
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
2023	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

Three Cities ITS, Ada County

Regionally Significant: Inflated

Key #: 08821

Requesting Agency: ACHD

Project Year: 2014

Total Previous Expenditures: \$4,126

Total Programmed Cost: (\$250)

Total Cost (Prev. + Prog.): \$3,876

Project Description : Project will select and install adaptive signal technology to enhance travel capacity, reduce congestion, and accommodate future demand on the river crossings in the area bounded by SH-44, SH-55 (Eagle Road), and US 20/26 (Chinden Boulevard).

COMPASS PM:

- Congestion Reduction/System Reliability

Federal PM:



Adaptive Signal Technology

Funding Source High Priority - SAFETEA-LU Program Hwy - High Priority SAFETEA-LU								Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	-250	0	-250	-232	-18
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$250)	\$0	(\$250)	(\$232)	(\$18)

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

Transit - Above and Beyond ADA Paratransit, Nampa Area

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20043

Support

Requesting Agency: Treasure Valley Transit

Project Year: 2019 Valley Regional Transit

Total Previous Expenditures: \$0

Total Programmed Cost: \$590

Total Cost (Prev. + Prog.): \$590

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
2019	0	0	0	0	0	590	590	295	295
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
2023	0	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	\$295	\$295

Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 19691

Support

Requesting Agency: Valley Regional Transit

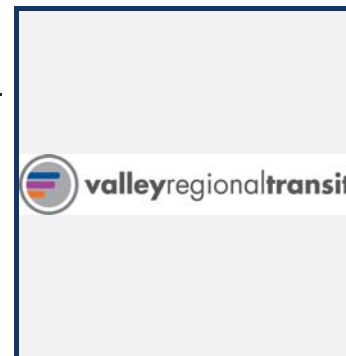
Project Year: 2019-2021

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
2019	0	0	0	0	0	1,008	1,008	806	202
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
2023	0	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

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

Transit - Acquisition of Service, Canyon County, VRT

Regionally Significant: Inflated

COMPASS PM:
Congestion Reduction/System Reliability

Federal PM:

Key #: 19464c

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$132

Total Cost (Prev. + Prog.): \$132

Project Description : Provide transportation services through Valley Regional Transit in rural and urban areas of Ada and Canyon Counties, for services in FY2019 and FY2020. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 SU						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	38	38	30	8				
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				
2023	0	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	\$38	\$38	\$30	\$8				

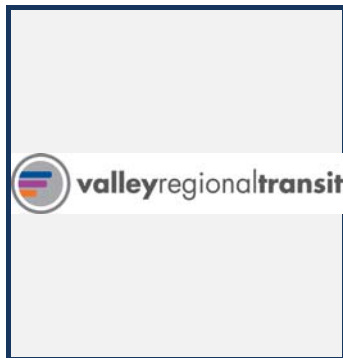
Funding Source		FTA 5310 R						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	47	47	9	38				
2020	0	0	0	0	0	47	47	9	38				
2021	0	0	0	0	0	0	0	0	0				
2022	0	0	0	0	0	0	0	0	0				
2023	0	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	\$94	\$94	\$19	\$75				

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

Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant: Inflated COMPASS PM: Federal PM:
 Key #: 19464a Support

Requesting Agency: Valley Regional Transit
 Project Year: 2019-2021
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$889
 Total Cost (Prev. + Prog.): \$889



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

Funding Source		FTA 5310 SU					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	283	283	226	57			
2020	0	0	0	0	0	300	300	240	60			
2021	0	0	0	0	0	306	306	245	61			
2022	0	0	0	0	0	0	0	0	0			
2023	0	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	\$889	\$889	\$711	\$178			

Transit - Beyond Demand Response, Nampa Area

Regionally Significant: Inflated COMPASS PM: Federal PM:
 Key #: 19398

Requesting Agency: ITD
 Project Year: 2017 Treasure Valley Transit

Total Previous Expenditures: \$340
 Total Programmed Cost: \$16
 Total Cost (Prev. + Prog.): \$356



Project Description : Provides demand response service above and beyond Americans with Disabilities Act requirements in the Nampa Urbanized Area.

Funding Source		FTA 5310 SU					Program		Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	16	16	8	8			
2021	0	0	0	0	0	0	0	0	0			
2022	0	0	0	0	0	0	0	0	0			
2023	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)

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

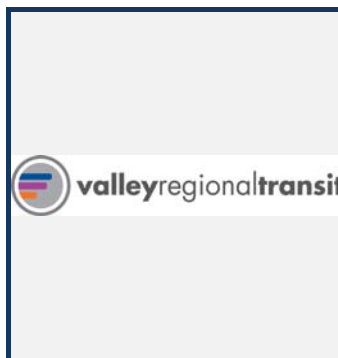
Regionally Significant: Inflated

Key #: 18884

COMPASS PM:

Support

Federal PM:



Requesting Agency: Valley Regional Transit

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	75	75	60	15				
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				
2023	0	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 - Fixed Line Service, Rural Areas, TVT

Regionally Significant: Inflated

Key #: 19983

COMPASS PM:

Maintenance

Federal PM:

Transportation Infrastructure

Congestion Reduction/System Reliability

Requesting Agency: Treasure Valley Transit

Project Year: 2019-2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,946

Total Cost (Prev. + Prog.): \$3,946

Project Description : Fixed line service in rural areas of Southwest Idaho, including Ada and Canyon Counties for all groups, including but not limited to, older adults, persons with disabilities, youth, low income, non-drivers, minority groups, veterans, and refugee populations. The project includes required demand response service, as well as administration, operations, preventive maintenance, and capital purchases. Various aspects of the project have different local match rates. The match rate shown is an average of the rates combined. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5311						Program		Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	1,973	1,973	1,416	557				
2020	0	0	0	0	0	1,973	1,973	1,416	557				
2021	0	0	0	0	0	0	0	0	0				
2022	0	0	0	0	0	0	0	0	0				
2023	0	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	\$3,946	\$3,946	\$2,833	\$1,113				

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

Transit - Nampa Transit Oriented Development, Planning, TVT

Regionally Significant: Inflated COMPASS PM: Federal PM:

Key # : 20789

Requesting Agency: Valley Regional Transit

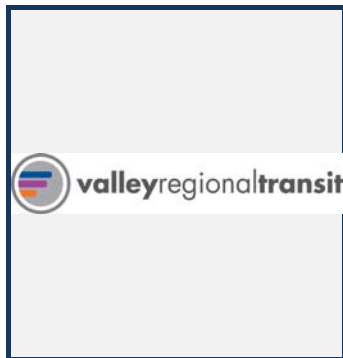
Project Year: PD

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 administrative offices for Treasure Valley Transit, and 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." Companioned with KN 19380a and KN 20136d. Construction funding will be added as costs and the location are determined, and funds become available (Approximately \$1,400,000).



Cost Year*	FTA 5307 SU		Program				Total	Local Match 20.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2019	0	310	0	0	0	0	310	248	62
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
2023	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

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

Transit - Nampa Transit-Oriented Development, Design and Property, TVT

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key # : 19380a

Transportation Infrastructure



Requesting Agency: Treasure Valley Transit

Project Year: 2020

Total Previous Expenditures:

Total Programmed Cost: \$860

Total Cost (Prev. + Prog.): \$0

Project Description : Design and construct a transit-oriented development using an existing building to create administrative offices for Treasure Valley Transit, and 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 property acquisition only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available. Companioned with KN 20789 and KN 20136d.

Funding Source		FTA 5311					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	2000.00%		
2019	0	0	0	0	0	0	0	0	0	0	0	
2020	0	384	476	0	0	0	860	-16,340	17,200			
2021	0	0	0	0	0	0	0	0	0			
2022	0	0	0	0	0	0	0	0	0			
2023	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$384	\$476	\$0	\$0	\$0	\$860	(\$16,340)	\$17,200			

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

Transit - Nampa Transit-Oriented Development, Property, TVT

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20136d

Transportation Infrastructure

Requesting Agency: Treasure Valley Transit

Project Year: 2020

Total Previous Expenditures:

Total Programmed Cost: \$649

Total Cost (Prev. + Prog.): \$0

Project Description : Design and construct a transit-oriented development using an existing building to create administrative offices for Treasure Valley Transit, and 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. These funds are currently for property acquisition only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available. Companioned with KN 20789 and KN 19380a.



Funding Source		FTA 5339 R		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	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	649	0	0	0	649	519	130	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$649	\$0	\$0	\$0	\$649	\$519	\$130	

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

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 18786

Support

Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,358

Total Cost (Prev. + Prog.): \$8,358

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	
2019	0	0	0	0	0	1,578	1,578	789	789	
2020	0	0	0	0	0	1,356	1,356	678	678	
2021	0	0	0	0	0	1,356	1,356	678	678	
2022	0	0	0	0	0	1,356	1,356	678	678	
2023	0	0	0	0	0	1,356	1,356	678	678	
PD	0	0	0	0	0	1,356	1,356	678	678	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$8,358	\$8,358	\$4,179	\$4,179	

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

Transit - Operations - Mobility Management, Boise Area, VRT

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 19041

Support

Requesting Agency: Valley Regional Transit

Project Year: 2019-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			
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			
2023	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 - Preventive Maintenance and Demand Response, Nampa Area, VRT

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 18914

Maintenance

Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,854

Total Cost (Prev. + Prog.): \$1,854

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					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			
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			
2023	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	\$1,854	\$1,854	\$1,483	\$371			

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

Transit - Preventive Maintenance and Paratransit, Boise Area, VRT

Regionally Significant: Inflated

Key #: 19137

COMPASS PM:

Maintenance

Support

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$15,015

Total Cost (Prev. + Prog.): \$15,015

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	2,368	2,368	1,894	474				
2020	0	0	0	0	0	3,175	3,175	2,540	635				
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				
2023	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	\$15,015	\$15,015	\$12,012	\$3,003				

Transit - Purchase of Service, Rural Areas, TVT

Regionally Significant: Inflated

Key #: 19464b

COMPASS PM:

Congestion Reduction/System Reliability

Federal PM:

Requesting Agency: Treasure Valley Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$268

Total Cost (Prev. + Prog.): \$268

Project Description : Provide transportation services through Treasure Valley Transit in rural areas of Southwest Idaho, including Canyon County, for services in FY2019 and FY2020. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 R						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	134	134	107	27				
2020	0	0	0	0	0	134	134	107	27				
2021	0	0	0	0	0	0	0	0	0				
2022	0	0	0	0	0	0	0	0	0				
2023	0	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	\$268	\$268	\$214	\$54				

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

Transit - Replacement Vehicle, Parma Senior Center, VRT

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 19981c

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$68

Total Cost (Prev. + Prog.): \$68

Project Description : Replace a transit vehicle used by the Parma senior center for services for persons who are elderly or disabled. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 R						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	68	0	0	0	0	68	54	14				
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				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$0	\$68	\$0	\$0	\$0	\$0	\$68	\$54	\$14				

Transit - Technology, TVT

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20136c

Support



Requesting Agency: Treasure Valley Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$25

Total Cost (Prev. + Prog.): \$25

Project Description : Purchase in-vehicle count management technology and replace mobile tablets for services in rural areas of Southwest Idaho, including Canyon County. Additional details about this program are included in ITD's programming documents.

Funding Source		FTA 5339 R						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	25	25	20	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				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$25	\$25	\$20	\$5				

Transit - Vehicle Replacement, Metro Community Service, Nampa Area

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 20105



Requesting Agency: Metro Community Services

Project Year: 2019

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		
2019	0	0	0	0	0	13	13	10	3		
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		
2023	0	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		

Transit - Vehicle Replacements, Rural Areas, TVT

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 20136b



Requesting Agency: Treasure Valley Transit

Project Year: 2019-2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$627

Total Cost (Prev. + Prog.): \$627

Project Description : Purchase replacement transit vehicles that are currently operating fixed route and demand response services within rural areas of District 3. Additional details about this program are included in ITD's programming documents.

Funding Source		FTA 5339 R						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		
2019	0	0	0	0	0	432	432	346	86		
2020	0	0	0	0	0	195	195	156	39		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	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	\$627	\$627	\$502	\$125		

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

Transit Asset Management, Boise Area, VRT

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 18788



Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,166

Total Cost (Prev. + Prog.): \$3,166

Project Description : Fund capital projects identified in the Transit Asset Management Plan in the Boise Urbanized Area.



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	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	2,021	2,021	1,617	404	
2021	0	0	0	0	0	229	229	183	46	
2022	0	0	0	0	0	229	229	183	46	
2023	0	0	0	0	0	229	229	183	46	
PD	0	0	0	0	0	458	458	366	92	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,166	\$3,166	\$2,533	\$633	

Transit Asset Management, Boise Area, VRT

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 19122



Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,085

Total Cost (Prev. + Prog.): \$3,085

Project Description : Fund capital projects identified in the Transit Asset Management Plan in the Boise Urbanized Area.



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	
2019	0	0	0	0	0	-34	-34	-27	-7	
2020	0	0	0	0	0	1,543	1,543	1,234	309	
2021	0	0	0	0	0	394	394	315	79	
2022	0	0	0	0	0	394	394	315	79	
2023	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	\$3,085	\$3,085	\$2,468	\$617	

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

Transit Asset Management, Boise Area, VRT - FY2020

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 19057



Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,700

Total Cost (Prev. + Prog.): \$1,700

Project Description : Fund capital projects identified in the Transit Asset Management Plan in 2020 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		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	1,700	1,700	1,575	125		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	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	\$1,700	\$1,700	\$1,575	\$125		

Transit Asset Management, Boise Area, VRT - FY2021

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 18905



Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,540

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

Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2021 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		
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	1,540	1,540	1,427	113		
2022	0	0	0	0	0	0	0	0	0		
2023	0	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	\$1,540	\$1,540	\$1,427	\$113		

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

Transit Asset Management, Boise Area, VRT - FY2022

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 19763



Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,508

Total Cost (Prev. + Prog.): \$1,508

Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2022 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		
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	1,508	1,508	1,397	111		
2023	0	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	\$1,508	\$1,508	\$1,397	\$111		

Transit Asset Management, Boise Area, VRT - FY2023

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 19950



Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,478

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

Project Description : Fund capital projects identified in the Transit Asset Management Plan 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		
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		
2023	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)

Transit Asset Management, Boise Area, VRT - FY2024

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 20659



Requesting Agency: Valley Regional Transit

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,448

Total Cost (Prev. + Prog.): \$1,448

Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2024 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		
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		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	1,448	1,448	1,342	106		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,448	\$1,448	\$1,342	\$106		

Transit Asset Management, Boise Area, VRT - FY2025

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 21903



Requesting Agency: Valley Regional Transit

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,448

Total Cost (Prev. + Prog.): \$1,448

Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2025 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		
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		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	1,448	1,448	1,342	106		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,448	\$1,448	\$1,342	\$106		

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

Transit Asset Management, Nampa Area, VRT

Regionally Significant: Inflated

Key #: 18781

COMPASS PM:

Transportation Infrastructure
Support

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,256

Total Cost (Prev. + Prog.): \$8,256

Project Description : Fund capital projects identified in the Transit Asset Management Plan in the Nampa Urbanized Area.

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	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	2,604	2,604	2,083	521	
2021	0	0	0	0	0	1,413	1,413	1,130	283	
2022	0	0	0	0	0	1,413	1,413	1,130	283	
2023	0	0	0	0	0	1,413	1,413	1,130	283	
PD	0	0	0	0	0	1,413	1,413	1,130	283	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$8,256	\$8,256	\$6,605	\$1,651	

Transit Asset Management, Nampa Area, VRT

Regionally Significant: Inflated

Key #: 20136e

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2020-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$359

Total Cost (Prev. + Prog.): \$359

Project Description : Fund capital projects identified in the Transit Asset Management Plan in the Nampa Urbanized Area. FY2018 and FY2019 funds carried to FY2020.

Funding Source		FTA 5339 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	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	278	278	222	56	
2021	0	0	0	0	0	81	81	65	16	
2022	0	0	0	0	0	0	0	0	0	
2023	0	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	\$359	\$359	\$287	\$72	

Transit Asset Management, Nampa Area, VRT - FY2020

Regionally Significant: Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:

Key #: 13906



Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$162

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

Project Description : Fund capital projects identified in the Transit Asset Management Plan 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
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
2023	0	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

Transit, Acquisition of Service, Nampa Area

Regionally Significant: Inflated

COMPASS PM:
Congestion Reduction/System Reliability

Federal PM:

Key #: 19464d

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$140

Total Cost (Prev. + Prog.): \$140

Project Description : Provide transportation services through Valley Regional Transit in rural and urban areas of Ada and Canyon Counties, for services in FY2019 and FY2020. 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
2019	0	0	0	0	0	140	140	112	28
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
2023	0	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	\$140	\$140	\$112	\$28

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

UPRR Rail with Trail Arterial Study, Meridian

Regionally Significant: Inflated **COMPASS PM:** **Federal PM:**

Key #: 13817

Requesting Agency: City of Meridian

Project Year: 2013

Total Previous Expenditures: \$85

Total Programmed Cost: (\$3)

Total Cost (Prev. + Prog.): \$82

Project Description : This project is a study to determine design options for the safe and efficient trail crossing at roadways, before proceeding with the remaining pathway design through the City of Meridian. The City plans to construct a multi-use pathway. There are expected to be seven arterial and one collector roadway crossings within the corridor.

Funding Source		TAP-TMA Program						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	-3	-3	-3	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
2023	0	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	(\$3)	(\$3)	(\$3)	\$0

US 20/26 (Chinden), I-84 to Middleton Road, Canyon County

Regionally Significant: Inflated

Key #: 22165

Requesting Agency: ITD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$35,211

Total Cost (Prev. + Prog.): \$35,211

Project Description : Widen US 20/26 (Chinden Boulevard) from I-84 to Middleton Road to six lanes in the City of Caldwell.

COMPASS PM:

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

Federal PM:



Funding Source		TECM Program						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	25	200	0	0	0	0	225	0	225
2020	0	0	0	0	0	0	0	0	0
2021	102	2,040	10,200	0	2,244	0	14,586	0	14,586
2022	0	0	0	0	0	20,400	20,400	0	20,400
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$127	\$2,240	\$10,200	\$0	\$2,244	\$20,400	\$35,211	\$0	\$35,211

*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

Regionally Significant: Inflated

Key #: 20594

Requesting Agency: Private Developer

Project Year: 2021

Total Previous Expenditures: \$2,000

Total Programmed Cost: \$9,581

Total Cost (Prev. + Prog.): \$11,581

COMPASS PM:

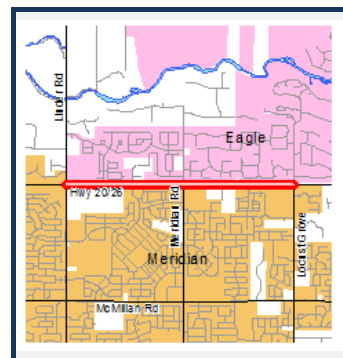
Freight Movement and Economic Vitality

Transportation Safety

Congestion Reduction/System Reliability

Community Infrastructure

Federal PM:



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. Project is funded and constructed by a private developer using State Tax Anticipated Revenue (STAR) funds.

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
2020	20	14	0	0	877	8,650	9,561	0	9,561
Fund Totals:	\$20	\$14	\$0	\$0	\$877	\$8,650	\$9,561	\$0	\$9,561

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
2019	0	0	0	0	0	0	0	0	0
2020	10	0	0	0	10	0	20	0	20
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$0	\$10	\$0	\$20	\$0	\$20

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

US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County

Regionally Significant: Inflated

Key #: 19944

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$2,112

Total Programmed Cost: \$16,794

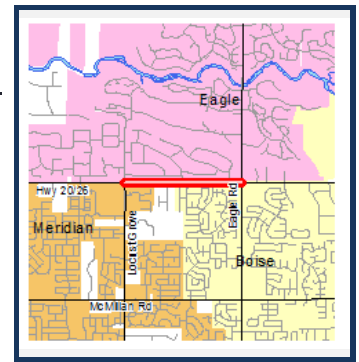
Total Cost (Prev. + Prog.): \$18,906

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.

COMPASS PM:

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

Federal PM:



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	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	194	0	0	569	763	0	763	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$194	\$0	\$0	\$569	\$763	\$0	\$763	

Funding Source		STP-TMA		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	
2019	0	125	0	0	0	0	125	116	9	
2020	0	0	0	0	0	112	112	104	8	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$125	\$0	\$0	\$0	\$112	\$237	\$220	\$17	

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	
2019	0	0	2,935	0	0	0	2,935	0	2,935	
2020	-92	-11	-102	0	1,125	11,939	12,859	0	12,859	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	(\$92)	(\$11)	\$2,833	\$0	\$1,125	\$11,939	\$15,794	\$0	\$15,794	

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

US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian

Regionally Significant: Inflated

Key #: 20227

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$650

Total Programmed Cost: \$2,881

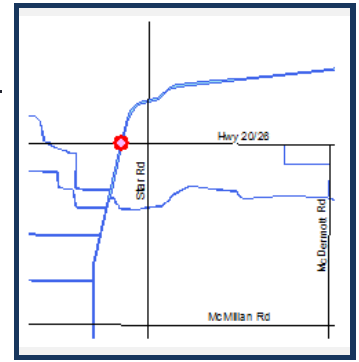
Total Cost (Prev. + Prog.): \$3,531

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.

COMPASS PM:

Transportation Safety
 Freight Movement and Economic Vitality
 Transportation Infrastructure
 Farmland

Federal PM:



Funding Source		Program						Local Match	
NHPP		State Hwy - Bridge Restoration						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
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	280	2,601	2,881	2,670	211
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$280	\$2,601	\$2,881	\$2,670	\$211

US 20/26 (Chinden), SH-16 to Linder Road, Ada County

Regionally Significant: Inflated

Key #: 21858

Requesting Agency: Private Developer

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$23,905

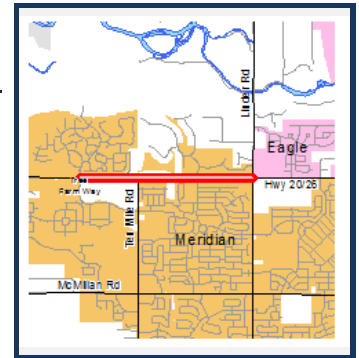
Total Cost (Prev. + Prog.): \$23,905

Project Description : Widen US 20/26 (Chinden Boulevard) from SH-16 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.

COMPASS PM:

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

Federal PM:



Funding Source		Program						Local Match	
STAR		Hwy - Local Partnerships						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	20	3,055	3,112	0	0	0	6,187	0	6,187
2020	80	345	1,395	0	1,100	12,298	15,218	0	15,218
2021	0	0	2,500	0	0	0	2,500	0	2,500
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$100	\$3,400	\$7,007	\$0	\$1,100	\$12,298	\$23,905	\$0	\$23,905

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

US 20/26 (Chinden), Star Road to SH-16, Ada County

Regionally Significant: Inflated

Key #: 20367

Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$150

Total Programmed Cost: \$5,608

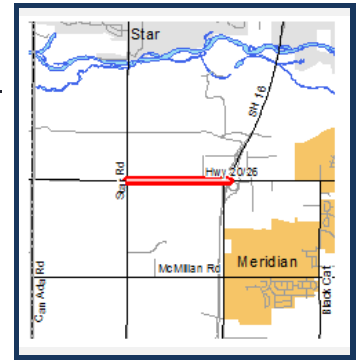
Total Cost (Prev. + Prog.): \$5,758

Project Description : Widen US 20/26 (Chinden Boulevard) from Star Road to SH-16 in Ada County.
The project will add one additional lane in both directions.

COMPASS PM:

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

Federal PM:



Funding Source		HSIP		Program				State Hwy - Early Development		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	100	0	0	0	0	100	93	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		
2023	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:	\$0	\$100	\$1,020	\$0	\$408	\$4,080	\$5,608	\$5,196	\$412		

US 20/26, Intersection Improvements, Canyon County

Regionally Significant: Inflated

Key #: 19415

Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$132

Total Programmed Cost: \$266

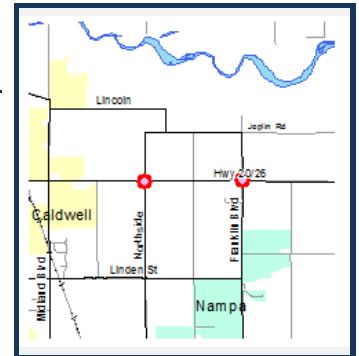
Total Cost (Prev. + Prog.): \$398

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.

COMPASS PM:

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

Federal PM:



Funding Source		State		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		
2019	-40	0	0	0	90	216	266	0	266		
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		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	(\$40)	\$0	\$0	\$0	\$90	\$216	\$266	\$0	\$266		

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

US-95, Boise River Bridge Hydraulic Study, near City of Parma

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 13952

Support

Requesting Agency: ITD

Project Year: 2018

Total Previous Expenditures: \$200

Total Programmed Cost: \$87

Total Cost (Prev. + Prog.): \$287

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.



Funding Source		STP-State		Program			State Hwy - Systems Planning		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	87	0	0	0	0	87	81	6	
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	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$87	\$0	\$0	\$0	\$0	\$87	\$81	\$6	

US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County

Regionally Significant: Inflated

COMPASS PM:

Federal PM:

Key #: 19645

Maintenance



Requesting Agency: ITD

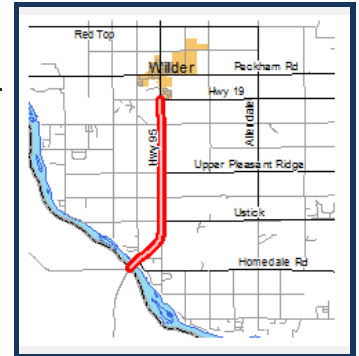
Project Year: 2020

Total Previous Expenditures: \$62

Total Programmed Cost: \$2,079

Total Cost (Prev. + Prog.): \$2,141

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)



Funding Source		STP-State		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	
2019	-53	0	0	0	185	1,947	2,079	1,926	153	
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	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	(\$53)	\$0	\$0	\$0	\$185	\$1,947	\$2,079	\$1,926	\$153	

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

APPENDIX B:
VERBATIM PUBLIC COMMENTS

Public Comments Received (Verbatim)

- **Draft FY2019–2023 Regional Transportation Improvement Program**
 - **Proposed Change to *Communities in Motion 2040***
- **FY2019 federal Program of Projects proposed for funding by Valley Regional Transit**
 - **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 1 – August 30, 2018

Total number of comments received by COMPASS: 78

Email: 3

Online Comment Form: 72

Hard Copy Comment Form: 0

Letter: 3

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 FY2019 - 2023 Regional Transportation Improvement Program (TIP)			
Letter submitted by the Ada County Highway District and received by COMPASS. Comments are attached at the end of this document.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83714	Letter
Bicycle/pedestrian bridge Eagle Rd: My family and I have been wishing for this for 10 years. It looks like we wait another 5. Can you speed it up, PLEASE!!	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form
Need to identify funding for Highway 16 and the Linder overpass. most importantly we need Interstate 11 to come to the Treasure Valley. Tell ITD to bring I-11 to Idaho. No one cares about bikes.	Thank you for your comments. They will be provided to the Idaho Transportation Department and the COMPASS Board of Directors.	83687	Online comment form
Road/intersection widening helpful in some situations, but an unnecessary thing in others roughly 32%(28/88) required widening existing roads. What if we used the roads more efficiently instead? Induced demand will obliterate almost any advantage hoped to be achieved from widening: https://www.citylab.com/transportation/2015/03/the-one-chart-that-explains-all-your-traffic-woes/386594/	Thank you for your comments. They will be provided to the COMPASS Board of Directors.		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>Review of the cost of the projects indicate extreme amounts far exceeding posted inflation rates or even real inflation rates. Are all of the agencies receiving more than adequate bids on each project from a very wide variety of bidders? Any evidence that the few bidders are taking calculated turns winning bids to keep the costs higher and contractors getting work? What efforts are being made to manage the cost?</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD), the Idaho Transportation Department (ITD), and the COMPASS Board of Directors.</p> <p>ACHD follows public bidding and contract laws provided by the State of Idaho. ACHD carefully monitors bid items and cost increases. At times, the ACHD Commission has chosen to reject bids if the costs significantly deviate from the engineers estimate.</p> <p>Additionally, ITD bid results can be viewed here (https://apps.itd.idaho.gov/apps/contractors/br.htm) to see who is bidding on what. ITD has a justification process that requires Board approval when bids come in more than 110% of engineer's estimate as a check and balance that bids are justified.</p>	<p>83709</p>	<p>Online comment form</p>
<p>Key #20788 what can I say but STOP. This is a pet project by ITD. Mrs. Schroder briefed you saying that there was 22,000 cars a day on it. There is not even 15,000 cars a day on HWY 16. She used the original estimate from years ago. Why are you signing off on this? The 6 million can go towards adding an auxiliary lane from Garrity to Franklin blvd. I asked Mrs. Schroder this why they had an auxiliary lane going East already but not adding one now. She had no idea. They forgot basically because they are doing the widening hap hazard. For instance, this year alone we are averaging over 89,000 cars between Garrity and Franklin BLVD. In Boise, Overland had 79,213, Vista has 97,000, and Broadway has 74,600. The distances are exactly the same between exits. Why is it that we cant get the same treatment from this organization. You can not argue these facts because there from ITD's website.It literately is there data. Why cant we get you to fight for the same treatment that you give ADA County and Boise. If your unwilling to do this the Canyon County members should leave the board and ADA County could fund this group.</p> <p>Key# 20351 We have huge issue cars trying to come off the east bound exit toward the BLVD.</p>	<p>[Response from Idaho Department of Transportation]:</p> <p>Thank you for your comment. You address a number of items and we would like to address them individually.</p> <p>KN20788</p> <ol style="list-style-type: none"> 1. Why is ITD doing preliminary engineering for the Idaho Highway 16 corridor? <ol style="list-style-type: none"> a. The future ID-16 corridor will serve as a high-volume, access-controlled expressway offering a critical north-south connection in the heart of Idaho's largest metropolitan area, the Treasure Valley. b. The \$6 million investment to conduct preliminary engineering allows ITD to gather updated information for right of way acquisition, refine preliminary designs, and develop construction phasing options. This positions the Department to act quickly and efficiently when funding becomes available to finish the design, purchase right of way, and construct the corridor. 2. This money could be invested to add an auxiliary lane on westbound I-84 between Garrity Boulevard and Franklin Boulevard. <ol style="list-style-type: none"> a. As Program Manager Amy Schroeder discussed with you at the open house in July, ITD conducted a thorough analysis 	<p>Craig Allison 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>I have had cars stop traffic trying to get into the turn lanes going East on the Nampa Caldwell BLVD after coming off that flying right turn exit. A third Southbound lane was supposed to be being put in on the Interchange once money was available. Why is it not on the plan? Also, How about the Ustick overpass. Ustick is in the long term plan of Caldwell to be 4 lanes. ITD has sure taken care of Boise with the Cloverdale Bridge being widen because its in the long term plan of ACHD. I will tell you this right now ITD is looking to cuts their costs and we are only going to 2 lanes because they will force us to justify it further with traffic counts. So where is the support for equality from you organization?</p>	<p>of the current and future needs of I-84 in Nampa. This study looked at traffic demand models out to the year 2030 The analysis showed there was no warranted demand for an auxiliary lane in this location.</p> <p>b. While average daily traffic (ADT) is one consideration in determining which improvements are needed, it is not the only one. An auxiliary lane serves as a connection between interchanges and is needed at locations where the volume of vehicles exiting and entering the freeway between interchanges warrants a lane. The traffic modeling does not support that this condition exists at this location. An auxiliary lane does not add through capacity.</p> <p>c. This project includes adding a travel lane from Franklin Blvd. to Karcher. This improvement better addresses the congestion in Nampa.</p> <p>d. The Department strives to make wise investment of taxpayer dollars. This means we must use the best available data to determine and prioritize the needs on the state highway system. The Department cannot justify building an auxiliary lane in this location when the engineering analysis does not support the need.</p> <p>e. Regarding traffic counts at other locations, our traffic data shows the average daily trips in the comparative locations you mentioned are:</p> <ul style="list-style-type: none"> i. I-84, Franklin Blvd to Garrity Blvd: 87,000 ADT ii. I-84, Overland to Orchard: 89,500 ADT iii. I-84, Orchard to Vista: 94,000 ADT iv. I-84, Vista to Broadway: 74,000 ADT 		
	<p>KN20351</p>		<p align="right">175</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
	<ol style="list-style-type: none"> 1. A third southbound lane on the Karcher Interchange bridge. <ol style="list-style-type: none"> a. We are aware of no past/historic agreement to add another southbound lane to the bridge that crosses I-84, however operational issues at this interchange are being considered as we study the corridor from Karcher to Caldwell. This may include widening of the bridge or other improvements, depending on analysis 2. Construct a four-lane bridge at Ustick. <ol style="list-style-type: none"> a. Projected traffic data suggests additional lanes are not required on Ustick Rd until around 2040. b. While the City of Caldwell does have plans for Ustick Road to one day be a four-lane facility, they have not identified a funding mechanism to construct that expansion. No projects are currently in a planning process. Without a plan for the widening, it would not be a wise expenditure of our limited resources to build a wider bridge at this time. ITD is working with the city of Caldwell as we plan to replace the Ustick and Middleton overcrossings so that we do not preclude future expansion, however additional lanes on these two bridges will not be funded within the budget that has been established to widen I-84 from Karcher to Caldwell. c. The comparison between Ustick and Cloverdale is a helpful one. The Ada County Highway District also had plans to expand Cloverdale Road from a two-lane to a four-lane facility – expansion that is warranted based on current and future traffic data – with only a short segment either side of the bridge that had not already been expanded. When the bridge was damaged ACHD approached ITD with the opportunity to replace the bridge with additional lanes, while they took on funding the expansion of the connecting roadway. The alternative ITD considered was simply repairing the damaged 		<p style="text-align: right;">176</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
	<p>section without expanding the bridge, estimated to cost \$1.5 million.</p> <p>With the ACHD partnership, the Department is able to wisely invest in an expansion today that will serve the local users for many years to come. Regarding Ustick, ITD will continue to partner with the City of Caldwell in planning for a wider roadway and ensure our current investment will be able to be utilized as part of the future expansion of these roadways.</p> <p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>		
<p>Letter submitted by the City of Nampa and received by COMPASS. Comments are attached at the end of this document.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and COMPASS Board of Directors.</p>	<p>Mayor Debbie Kling, 83642</p>	<p>Letter</p>
<p>Can't tell you how many ITD meetings we've attended over these past 10 years re improving Hwy 55 with little/no progress. Many of us won't attend another meeting because of those empty promises. It's like hollering wolf too many times.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Chuck Stadick Cedar Park Subddivision</p>	<p>Email</p>
<p>Can you tell me if the future extension of Hwy 55 from Hwy 44/State Street to Chinden Blvd is in the TIP? If so, where can I find info on it (project description, estimated cost, planned year, etc.)? Also, is the land where this road will go already publicly owned?</p>	<p>This proposed river crossing, called the Three Cities River Crossing (3CRX), was studied for its potential to connect the intersection of State Highway 55 and State Highway 44 (State Street) on the north with US 20/26 (Chinden Boulevard) on the south. The final outcome of the environmental document was "no build." Therefore, there is no funded project in the TIP.</p> <p>Here is a bit more information on that particular project and a link to ACHD's website: http://www.achdidaho.org/Projects/proj_study_three-cities-river-crossing.aspx</p> <p>Additionally, you can find this project in the current <i>Communities in Motion 2040</i>, listed as #27 unfunded. Here is a link to that, as well: http://www.compassidaho.org/documents/prodserv/CIM2040/27_ThreeCitiesRiverCrossing.pdf</p>	<p>Arlene McCarthy</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Letter submitted by the Idaho Conservation League and received by COMPASS. Comments are attached at the end of this document.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Austin Hopkins Idaho Conservation League Crystal Rain Conservation Voters for Idaho 83702	Letter
I see a number of "planning" projects that are being done in preparation for federal support projects. I believe that the best answer to our congestion problems here in central Idaho is a passenger rail line from Ontario, Oregon to Mountain Home. (I'd actually like to see an entire network of passenger trains from Seattle, Portland and other large Northwest US urban areas through to capitols and other larger urban areas in Idaho, Utah, Wyoming and Montana.) I don't know if ACHD would be the right place to begin this. If you know of another agency please let me know.	Thank you for your comments. Valley Regional Transit is the public transportation authority for Ada and Canyon Counties, and as such would operate any future passenger rail service. Your comments will be provided to Valley Regional Transit, the Ada County Highway District, and the COMPASS Board of Directors.	83706	Online comment form
I have a family of four girls ages 8-17. They work and play in downtown Old Eagle and we live in Two Rivers. Currently the only way for them to safely travel to downtown Old Eagle is via the greenbelt and Merrill Park which is very time consuming and inconvenient. We would also LOVE to patronize, on foot and bike, the businesses that would be more easily accessible if the Eagle Pedestrian/Bicycle bridge was constructed. This is a wonderful idea to increase safety and allow residents of Two Rivers to have better access to businesses so close to us by car, but not easily accessible on foot. It would reduce Eagle pollution/traffic and allow for a happier and safer lifestyle for Eagle residents! I am in full support of this bridge.	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form
Our family would benefit greatly by the footbridge across the Eagle river on Eagle Rd. Not only safer for them but less distraction for the auto traffic. Great initiative. Thank you.	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form

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 pedestrian/bicycle bridge across eagle road near the north channel of the Boise River is needed for safety of those trans-versing Eagle Road. Good idea, this should be a high priority on the TIP.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I do not believe that Linder Rd should be widened through this stretch of road as there are MANY new expensive homes that were just built there and Linder Rd is their backyards. The traffic is ALREADY horrible with speeding, etc, this would make the property values go down on these Brand New homes as the traffic would be heard even more so. There are also lots of people who use this road as recreational running, biking, and walking their dogs, and I believe it would become much more dangerous for them and myself with more traffic as the speeds are not being monitored at all at this juncture, much less with more lanes. I understand nobody wants to have construction on or near their homes, but this particular stretch of road just doesn't seem to be the answer to ease of traffic.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Natalie Anderson</p>	<p>Email</p>
<p>RH turn lanes at intersections: Incorporate flowing rh turn lanes at more intersections that turn into a zip lane of that road. With this in place traffic would flow easier and not get stacked up at stop lights and stop signs. This is used in Athens, Ga and it worked quite well.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Need to include and prioritize widening Ustick between Lake and Middleton. The City of Caldwell informed me that the only improvements on the books are a roundabout at the Middleton intersection and improvements to Ustick from Lake to Cleveland Blvd. The Ustick overpass is terrible as it the roadway linking it from Cleveland to Middleton.</p>	<p>Thank you for your comments. They will be provided to the City of Caldwell and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>I support the Eagle pedestrian Bridge project.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Key# 20841: Not a matter of if but when a tragedy will occur. We walk over this bridge regularly with our dog as vehicles zip past at 45+ mph only a few feet away without a barrier, very scary. I see families with young children on bikes riding across daily.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>As a homeowner resident in Eagle and living on the Island, I strongly support the funding and construction of the proposed pedestrian bridge over the north channel of the Boise River as a means to improve access to downtown businesses and the safety of pedestrians and bicyclists crossing the river.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>It is imperative that a safer route for pedestrians and bicyclists to cross over the north channel of the Boise river on Eagle Road be implemented. It is not IF but WHEN someone is going to be killed trying to cross the river on Eagle road. There are many residents that live on the south side of the river that want to walk into downtown Eagle to support local businesses but to do so is taking your life into your hands...When I moved here 4 years ago it was my understanding that a pedestrian bridge was already in the planning. I am shocked that this is now being proposed for 2023. I am not sure who holds the liability for the current unsafe passage but I encourage responsible authorities to fund and complete this project ASAP. Liability concerns/issues are far more costly than the proposed project!!!</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>As a long time resident of Eagle and one who often walks along the River paths and into Town, please support the Eagle Pedestrian/Bicycle Bridge Project. You will be adding a much needed route of Safety for bicyclists and walkers alike. After-all, as you are aware, the present traffic is horrendous....and actually scary as it whizzes past you at 50 mph. Thank You in advance!</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>The pedestrian bridge across Boise River along side Hwy 55 needs to be done sooner than 2023. I've nearly been hit while transgressing the river on the shoulder. When Eagle Rd was originally widen, it was suggested to include a pedestrian crossing.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Yes - to the pedestrian bridge to cross the north channel of the Eagle River on Eagle Rd. I live on Eagle island and would definitely use this. Thanks</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please make the Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle a priority project. This is sorely needed. As it stands, cyclists and pedestrians must traverse the Eagle Rd bridge with traffic traveling 55mph. This really would enhance safety and make the community more "bikeable".</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Key # : ORN21913 I support putting covered bike facilities on campus. They are much needed. Key # : 20841: I support adding this bridge.</p>	<p>Thank you for your comments. They will be provided to Boise State University and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I am in support of the pedestrian bridge across Eagle Road. I live in Mace River Ranch and would love to walk to the restaurants and stores and would likely frequent them more if I didn't have to drive there. Crossing Eagle Road by walking is way too dangerous especially with a dog in tow.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please help make a safe crossing for pedestrians and cyclists across the north channel on Eagle Rd. Thank you.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please build the pedestrian bridge over the North channel of the Boise river in Eagle ASAP! It will be invaluable to all!!</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I would support a pedestrian bridge over the north fork of the Boise River at Eagle. This is a highly used area. I would also support ANYTHING that improves traffic flow on Eagle road around the Island Woods intersection as well as in downtown Eagle</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>The pedestrian bridge on Eagle Rd is imparative. We would love to take our family to downtown Eagle on our bikes or by walking, but as it stands we do not feel safe taking 3 small children on Eagle Rd to get across the river.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>RE: Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle 20841 2023 \$1,237 I am in support for a safer route for pedestrians and bicyclists to cross over the north channel on Eagle Road. I have lived in Island Woods for 22 years and was told for many of those years that a safer option would be build "eventually." Now is the time! Thanks for YOUR support to fund this bridge.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We would really like to have a pedestrian bridge/walkway over north fork of the Boise River on Eagle road. So many times I have thought of walking or biking to Albertsons or Walgreens, but jump in my car because I don't feel safe.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We live in Two Rivers subdivision. Like so many of our neighbors we enjoy walking and riding our bikes throughout Two Rivers. However we feel shut off from the businesses and parks north of the river because access is limited to crossing along with Hwy. 55 traffic. Please move forward soon with the pedestrian bridge. We would hate to experience a serious auto/pedestrian accident on the highway bridge while we wait for a pedestrian bridge</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616 Gary & Linda Paterson</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I would very much like to see a pedestrian/bike path crossing the north channel of Eagle road. I ride my bike often and this would allow me to feel much safer. Thank you.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I have a number of comments on the upcoming projects in the area:</p> <p>Bike Lanes - I don't think we need bike lanes on the edge of vehicle travel lanes on our major roadways. Putting the bike lanes up behind the roadway curb and gutters is a great idea; just like ACHD is doing on Cloverdale between Overland and Franklin. Even better is the design ACHD is using on Eagle Road between Victory and Amity, where the bike lane is actually a part of the sidewalk set back from the curb and gutter.</p> <p>The State Street widening plan to 6/7 lanes is great, doing the major intersections first is certainly the way to go. As the fill in sections are done in the future, I hope the outside lanes are NOT restricted to buses only; "pull out" areas for loading/unloading passengers should be maximized for them so as not to impede normal traffic flow, altho the buses should have priority.</p> <p>The Meridian Road build out plan should have it 5 lanes all the way from Cherry Lane to Chinden. Meridian Road is a major thru street connecting from Chinden all the way to I-84.</p> <p>Making Linder Road 5 lanes from Hwy-44 to Chinden should be a much higher priority than currently shown.</p> <p>Widening Eagle Road to 6/7 lanes from Franklin to Chinden has started with the north bound 1-1/2 mile section being done from Franklin to part way between Fairview and Ustick. It would seem that the cost of widening the rest is relatively low, as only minimal right of way should be required. As one of the heaviest traveled roads in the</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>83616 Mac McOmber</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>valley, it seems a high priority should be put on this.</p> <p>Chinden-Hwy 20/26: With the Costco - STAR financing of a goodly portion of Chinden in the that area, it looks like there will be 4/5 lanes on Chinden from Hwy16 east to Linder. Then there will be a 3 mile section of 2/3 lanes from Linder to Eagle. I know Chinden from Eagle to Locust Grove is on the plan for 2021 and Locust Grove to Linder in 2022; it seems they could be advanced to earlier dates in order to have a continuous 4/5 lanes from Hwy 16 to Eagle Road.</p> <p>I would hope Hwy 16 construction from Chinden to I-84 stays on ITD's radar screen.</p>			
<p>why are you widening streets to connect to I84 ? Its already crowded. Get a freeway south of Boise, Kuna, that will take traffic off I84. Area needs a 2nd freeway around town, not thru it. Thru traffic can go around. Do not widen a street and then flood it with traffic lights.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>I support the projects in the draft FY2019-2023 TIP, particularly project 20842, with widening and other improvements (such as ped and bike) to the overpass.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>
<p>Only 1 request for State Highway 45 over the next 5 years?? That's being really pro active. Between Dooley Lane in Nampa to Bowmont Road there are at least 7 east/west canal culverts that will need to be widened and 1 bridge that will have to be replaced in order to expand Hwy 45 to 5 lanes. Probably will take ITD 5 years or more to accomplish. 10 years too late. Forgot about all the utilities that will have to be moved, another 5 years. And the RTW purchases, another 5 years. Also, the environmental studies that will have to be done, 3 more years. That should put it out there to about 20 years down the road. Check out the bottlenecks this year at Lake Shore Drive, Deer Flat Road and Missouri Road and compare to next year same time.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>

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<p>Please consider grade separated intersections for major streets such as Eagle rd and Franklin, Fairview. & Ustick. This would allow thru traffic to move thru without stoplights. Turning traffic would have stoplights. I have seen this work well in several major metro areas.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>John Olden Retired PE 83714</p>	<p>Online comment form</p>
<p>My concerns that we as a community don't look at the big picture or ignore it in planning. Traffic studies don't look at "downstream" impact from one community to the next. Like FEMA and flood control cities look at each subdivision's impact but not the total sum of future run off. What I have seen is "if you approve it or build it the rest will come". Grow needs to slow down and keep up with current structure. Roads, schools, tax base. Cities like Star ignore COMPASS and other agencies recommendations so why plan if city leaders don't follow?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I think Chinden will need to be widened to handle the increased traffic. The intersection at Eagle & Chinden also is backed up considerably in the peak hours.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>After review there are a lot of really interesting projects going on. I am particularly interested in seeing continued improvement along the 184 corridor. It is also good to see continued greenbelt improvements across the valley.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Jearmy Avery 83605</p>	<p>Online comment form</p>
<p>I dug through the excel spread sheets and technical writing and it comes down to a few things.</p> <ol style="list-style-type: none"> 1. Use all the money scheduled for small projects on more important large projects. 2. Make all major roadways at least 4 lanes in Boise. Quit starting a road like Cloverdale and complete it all the way 4 lanes. People need to be able to get into Boise and out to wherever they live. There are too many bottle necks that have been created. 	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</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>3. Make Chinden at least 4 lanes all the way to the interstate.</p> <p>4. Make State street at least 4 lanes all the way to the interstate in Middleton.</p> <p>5. Stop fixing sidewalks and gutters and chip sealing until this is finished.</p> <p>6. Use the people and money spent on unnecessary projects and direct them on each one of these roads until you can check each one off.</p>			
<p>This area has the best signage. In places where the roads are totally confusing and are not intuitive, such as Hill Road, there are very informative signs. Each sign is very much appreciated.</p> <p>ITS seems to be a popular aspect of traffic planning. ITS components are expensive and there is very little unbiased information regarding the effectiveness of such an installation. 99% of the information available is rendered by those who will gain financially from the sales of ITS. The use of ITS will result in a huge amount of information to be mined by those who do not have the City of Caldwell's residents' best interests at heart. Regularly we hear of some system being hacked. How will the City of Caldwell ensure that there is secure communication between each vehicle and ITS? How will the city ensure that there will not be any jamming attempts by malicious vehicles? Will the malfunction of ITS leave the City of Caldwell open to lawsuits when ITS causes damage?</p> <p>Key #12484 Intersection at Centennial Way and Simplot Blvd. should not be converted to a round about. It has too much traffic to be changed into a traffic solution, which is only appropriate for a suburban low traffic situation. The majority of the traffic is either on Centennial Way or Simplot Blvd. There isn't as much on Cleveland or Blaine. It would be wiser to</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD), City of Caldwell, City of Nampa, and the COMPASS Board of Directors.</p> <p>These ITS systems are not associated with "connected" vehicle technology, but rather timing of traffic control devices. The ITS projects referenced in the TIP permit traffic signals to communicate with each other allowing a more efficient flow of traffic movements. Traffic controller devices include safe guards which will not allow all four legs of an intersection to turn green at the same time.</p>		<p>Online comment form</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>create a signaled intersection at southbound Centennial and Simplot. Northbound Centennial at the triangle park would be placed next to southbound Centennial, just north of Simplot. Cleveland Blvd., between Simplot and 2nd Ave. would become two way. Blaine St., between Simplot and 2nd Ave. would be vacated. Traffic on Blaine would need to turn left onto 2nd and then right onto Cleveland. With a traffic signal at Centennial Way and Simplot, it would be much safer for large trucks, vehicles, bicyclists and pedestrians. With a traffic signal, emergency vehicles can trigger the light to change in their favor and get through more quickly. This intersection is too important to have it jammed up with round about traffic and have the first responders stuck in traffic.</p> <p>Key # ORN22102 Franklin Blvd. and Karcher Rd. intersection needs to have a roundabout larger than most because of the heavy truck traffic in the area. The roundabout is only temporary. Once the area gets built up a bit more, it will have to be changed to a signal controlled intersection because then it will have more varied non-vehicle traffic. Europe had some of the first roundabouts. They are taking some out now and putting in signal intersections because so many bicyclists were getting hurt.</p> <p>Key # 13487 Middleton Road and Ustick Road intersection is already terrible congested. If a round about is installed, it will become even more so. Roundabouts do not function well in areas with varied vehicles. That intersection has a large number of trucks and farm implements plus the usual cars. Once the gas station is built on that corner, there will be children traveling either on foot or bicycles to go to the convenience store. There will be children hurt as they attempt to navigate the round about. This intersection is close to an elementary and middle school. Middleton Road is a major arterial for traffic parallel to I-84. When</p>			

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<p>construction is being performed on I-84, it will become more so. The other factor is human inaction. Four way stops are notorious for drivers not being sure of what to do. Roundabouts are another place where different driver personalities create mixed speeds and responses. A signal light takes that inaction or hesitation away. The first responders will not be able to get through with various vehicles plodding around in a circle. If there is a signal, the first responder vehicles can trigger the light to change in their favor.</p> <p>Thank you for allowing those who utilize the roads in the area to comment.</p> <hr/> <p>Thank you for your quick response. It is very much appreciated. It is very helpful to read a clear and detailed explanation. The possibility of lights in all directions turning green at once never occurred to me. That sure wouldn't be exactly wonderful. I am glad there are safeguards in the system.</p>			
<p>Ped/bike bridge on Eagle Rd over N. channel of Boise River- 5 years is a long time- why not a barrier between roadway and shoulder over bridge as a temporary? The standard 30" tall would be good- or even a 4ft chain link.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p> <p>The cost of the interim improvement (a barrier with curbing, candles and re-striping of the hwy) was considered by the City and the cost was estimated at \$350,000-400,000 or roughly a 40% of the cost of the permanent bridge. With limited funding and the requirement for the city to save it would take 2-3 years to construct the interim improvement (2022) and the City would still need to pursue and additional \$1+ M for the final bridge. The choice was made by the CC to pursue the full improvement over 5 years with construction in 2023. The city is actively pursuing other dollars in order to advance construction, if possible.</p>	<p>83616</p>	<p>Online comment form</p>

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<p>I support the bicycle/pedestrian bridge needed to safely cross the north channel of the Boise river. It will give all the families living on Eagle island and surrounding areas a safe way to cross the river. With a speed limit of 55mph on the bridge it is unsafe to try to walk or bike to any of the restaurants and businesses in downtown Eagle. There are currently over 1200 families living on Eagle Island with more under construction, we need a bridge to reach our downtown safely.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>The list and map do not include improvements to Meridian Road- north of Ustick. As is the standard in Idaho- a freeway exit road dead ends at Chinden, but bottlenecks first. The emphasis seems to be at Linder Road, which should have been the freeway access. It is difficult to understand the logic behind these decisions. Tenmile freeway access road also deadends at Chinden. Zero faith in planning of the roadways. Garrity interchange is a prime example of poor planning. Try to use this at anytime after 3p.m. on a weekday. Numerous agencies and yet all are failing. Nice work though on Highway 16- with zero access for eastbound traffic. The good news is...traffic pushes to McMillan and Ustick, so children walking to school can be mixed in with rush hour traffic. Applause to the poor planning. Perhaps this contributes to air quality issues with thousands of vehicles sitting for hours in traffic.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>I think it is a major misstep to replace the Cloverdale overpass without adding a freeway on and off ramp, or some way to add that easily in the future. Adding freeway entrances and exits at 2 of the 3 overpasses (Cloverdale / 5 mile / Maple Grove) would SIGNIFICANTLY reduce overcrowding at the Eagle exit. Has anyone tried to drive on the south side of the freeway in the last couple of years? It can take 20 minutes to get between the silverstone plaza and the freeway (maybe 1/4 mile) - both ways. I also think that the corner at Locust Grove and Victory needs to be widened. I see several near misses with either other cars and/or the light post weekly because it is such</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>83642-1639</p>	<p>Online comment form</p>

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a tight turn going from EB Victory to SB Locust Grove. Given the amount of residential construction happening in south Meridian, it is going to get a lot worse very quickly.			
This entire comment process is so complicated and overwhelming, and presented in such visually intimidating format, that I can't imagine it will attract any meaningful comments from the average residents of this region you are hoping to attract. Thus, the few respondents you might attract with this survey instrument will be lawyers, developers, others with vested interests in the "growth industry". If you seriously want to gain input from the citizens most affected by all of these changes, this isn't the way to do it. Most everyday citizens think the process of governmental planning is too complicated, too arcane, too intimidating, and too irrelevant to their everyday lives. This sort of a "public comment process" tends to confirm those suspicions.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	David Klinger Vanishing Boise 83702	Online comment form
I wanted to comment on the lighting in the bicycle / pedestrian tunnel under the 10th st. bridge. Will it be basic lighting? Feature lighting? LED Strip? And if there is a committee to design the lighting.	Thank you for your comments. They will be provided to the City of Caldwell and the COMPASS Board of Directors. The lighting for the pedestrian underpass will include all LED lighting.	Mark Pemble Caldwell Young Professionals 83605	Online comment form
Comment 1. Key # : RD207-01 Project Description : Realign and widen Orchard Street from Gowen Road to I-84. I thought that the recent extension of Lake Hazel Rd East was going to be tied into either Orchard or Gowen Rd better than it was. I can't tell if this project will improve the circuitous connection or not. If it doesn't some adjustment should be considered. Comment 2. I thought that some PE work was going to be included to improve the narrow section of Locust Grove between Ustick and McMillen. Didn't see anything.	Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.	Jerald Heimbuch Alexandria HOA Board 83646	Online comment form

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>Comment on Widening of Highway 55 between Sunnyslope Lane and Middleton Road. The accident rate was well articulated by my son, a radiologist in Nampa describing a high accident rate. Widening does not always insure safer driving but it should at least make vehicle to vehicle contact a little less frequent. I would not even suggest bicycle travel on Highway 55.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD and the COMPASS Board of Directors.</p>	<p>Sharon Hubler Secretary, F.A.C.T.S. 83605</p>	<p>Online comment form</p>
<p>Please proceed with the pedestrian bridge over the north channel of Eagle Rd (20841) as soon as possible. It is very dangerous the way it is now. A pedestrian bridge would give residents to the south of the river so much more access to the city of Eagle.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Angie Creasey 83616</p>	<p>Online comment form</p>
<p>This site is WAY TO COMPLICATED to use. Waste of time. I bet you are receiving 5% of the comments that people would like to make.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Michael Heinz Heinz Built Homes, LLC</p>	<p>Online comment form</p>
<p>The Eagle pedestrian bridge is badly needed before someone gets hit running across Eagle road. Thank you.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>		<p>Online comment form</p>
<p>As a resident of XXXXXX, would like to see a pedestrian/bike bridge over the river near Eagle Rd</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Deborah Nelson 83616</p>	<p>Online comment form</p>

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<p>Important for the growth that is going on. Do it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Jim Reed 83646</p>	<p>Online comment form</p>
<p>An Eagle Road Pedestrian Bridge is a much-needed safety feature!!! It is wonderful to have so many active residents in the Eagle area. Every time I have to ride my bike across Eagle bridges, it feels unsafe with the high speed and volume of traffic.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>		<p>Online comment form</p>
<p>I am in support of the Eagle Pedestrian/Bicycle Bridge Project (Draft 2019-2023).</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Ref. Key 20841: Would like to see this happen earlier than 2023. I've seen way too many kids and families walking and or riding along Hwy 55 in order to access the neighborhoods and downtown Eagle or the businesses adjacent to the neighborhoods. I worry about the safety along this corridor and the safety concern should be noted in the description.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Sharon Wiggins</p>	<p>Online comment form</p>
<p>We need a bicycle-pedestrian bridge to cross the river at Eagle road. Too dangerous as is.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>		<p>Online comment form</p>
<p>We want to communicate our strong support for the Eagle Road Bicycle/Pedestrian Bridge Project in Eagle. The current situation which requires walking on the highway shoulder for more than 800 feet is very dangerous. It is also dangerous for young children on their bikes, which is the only way for them to cross the Boise River to ride to school, the library, a city park, or even to get a shaved ice on a hot summer day. We would prefer to see it constructed sooner than 2023, but understand there is a lot of competition for this funding.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Rick Tholen 83616</p>	<p>Online comment form</p>

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<p>The project to provide pedestrian lanes across the Boise River on Eagle Road is essential before someone gets hurt or killed.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Doug O'Neil President, The Shores HOA 83616</p>	<p>Online comment form</p>
<p>Key # 20841 Bicycle and pedestrian bridge over the north channel of the Boise River in Eagle. This project is vital for safety of those using the green belt in Eagle and those who wish to walk between residential and commercial areas of town. The bridge is frightening to cross on foot with fast heavy traffic passing and no protection or sidewalk for those on foot. This project is long overdue and I am strongly in favor of it. It will get tremendous use, especially since the green belt now connects to the area and Eagle has developed substantially on both sides of the river. There needs to be a safe way for people to cross the river between their homes and the city's commercial elements.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Joyce Hemmer 83616</p>	<p>Online comment form</p>
<p>Redoing roads to include sidewalks and bike lines is always good to see. Too many roads are scary to share w/ bicycle commuters as there is no shoulder (where there is plenty of room to add more shoulder). I did not see anything in there for Columbia Rd, off of Technology Rd. This one needs a lot of work to accommodate all the development that is going on out there. Perhaps more strongly consider means of ensuring the developers pitch in for such improvements?</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Kyle Ross 83716</p>	<p>Online comment form</p>
<p>Need to widen SH-16 from SH-44 to Gem County line, due to current level of congestion.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>

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<p>Many of the neighbors along the Five Mile Corridor are disappointed to be left out of the plan. Particularly since we have more businesses at the Overland and Five Mile Intersection and half the work is already done (five lanes up to Victory), why not complete the five lanes and sidewalks up to Amity or Lake Hazel? This seems like the most inexpensive of the four projects that should have been under consideration (Maple Grove, Five Mile, Cloverdale, Eagle). Three out of the four are in the plan, but Five Mile is the most central and should be the easiest/cheapest to accomplish.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Irena Sagan Five Mile Estates 83709</p>	<p>Online comment form</p>
<p>Commuteride needs to pay for itself.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>The construction of SH16 from I-84 to US 20/26 must be raised in priority. It is our only north south expressway in the valley. It will relieve congestion on SH 55 in Eagle as well as other north/south arterials.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83686</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
Proposed Change to <i>Communities in Motion 2040</i>: Environmental Study on State Highway 55 in Canyon County			
<p>Do you have to do these in order to do a project?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>Yes. Agencies are [ITD is] required to consider the environmental effects of their proposed project that would include federal funds. Before proceeding with final design, right-of-way acquisition, and construction, the environmental assessment will identify any environmental consequences and evaluate alternatives to lessen or avoid the project's impacts.</p>	<p>83687</p>	<p>Online comment form</p>
<p>Development on Meridian Road and Eagle Road south of I-84 appears to be similar to the development north of I-84 on Eagle Road. Appears no one has learned from the horrible mess Eagle Road has become. Fore planning and common sense appears to be short supply.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>This is long overdue. You allowed ITD to drop \$111 on HWY 16 and only 12,885 cars a day passed by the counter. Not the 22,000 that Mrs. Schroder briefed you agency on. Now you want to do engineering adding another \$6 million. However, we had over 15,000 on hwy 55. The counter is at Indiana and we have subdivisions at Florida, Lake, and Midway being built. How is this being treated fairly by your organization? We have more cars and we can barely get an environmental impact study while you prioritize a road with millions of extra cash with less traffic.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Craig Allison 83607</p>	<p>Online comment form</p>
<p>Letter submitted by the Idaho Conservation League and received by COMPASS. Document is attached at the end of this document.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Austin Hopkins Idaho Conservation League Crystal Rain Conservation Voters for Idaho 83702</p>	<p>Letter</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>This road needs to be widened ASAP, no need for a study. Talk to families of lost loved ones who have died. Also this road is heavily used by all travelers going and coming from California and I think it's embarrassingly sad after all these 55 yrs of my life that it's still the same. 20\26 s the same as well. More people will die until these roads get improved. In the mean time I think there needs to be at each major right turn lane a section of 100ft of pavement to prevent traffic from stopping and rear end collisions.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Silvia Garcia</p>	<p>Online comment form</p>
<p>I fail to see the need for an IES for the widening of SH-55. This road section has been under designed since before the Midland IC was constructed. After complaining to the Transportation Board, recent improvements to several intersections has provided some relief. I drive this route regularly to work at Deer Flat NWR. As a major north-south route serving interstate travel and the heaviest populated cities in our region, widening SH55 is long overdue. Its major impacts would include piping or relocation of irrigation and minor loss of agricultural land; otherwise, not worth mentioning.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Why don't we consider a light train to connect the communities instead of adding more lanes to the highway? Let's step out of the last decade and into the future. Think of the reduction in pollution by elimination of commuter cars!</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>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>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Better control on growth. Make the developers foot more of the bill for the problems they are creating.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>My concerns that we as a community don't look at the big picture or ignore it in planning. Traffic studies don't look at "downstream" impact from one community to the next. Like FEMA and flood control cities look at each subdivision's impact but not the total sum of future run off. What I have seen is "if you approve it or build it the rest will come". Grow needs to slow down and keep up with current structure. Roads, schools, tax base. Cities like Star ignore COMPASS and other agencies recommendations so why plan if city leaders don't follow?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I think it is a good idea to move forward with an environmental study even if eventual construction had to be delayed.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Jearmy Avery 83605</p>	<p>Online comment form</p>
<p>You have way too many project consultants and technical writers on this project it is plain to see!</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>
<p>Who establishes I84 laws- like not driv9ng in the left passing lane? Why are people not ticked for driving well below the posted speed limit? Or for not moving over if someone is trying to pass?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>The Idaho Legislature is responsible for regulating I84 laws. HB 471 was passed in the 2018 legislative session, stating:</p> <p>"Amending Section 49-655, Idaho Code, to provide that notwithstanding any minimum speed that may be authorized and posted, no person shall operate a vehicle in the extreme left-hand lane of a controlled-access highway for a period of time that impedes the flow of other traffic traveling at a lawful rate of speed."</p> <p>https://legislature.idaho.gov/sessioninfo/billbookmark/?yr=2018&bn=H0471</p>	<p>83646</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
Yes this is needed	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	Jim Reed 83646	Online comment form
Highway 44 State St and Highway 20/26 Chinden should be a top priority in widening from Caldwell to Boise. The growth in this area is tremendous and the traffic is getting really bad. Please put Hwy 16 expansion on the back burner	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	83669	Online comment form
Agree w/ the proposed change.	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	Kyle Ross 83716	Online comment form
Where's the link?	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors. The description for the proposed change to <i>Communities in Motion 2040</i> is provided in the hyperlinked portion of this question (click on the blue " <i>Communities in Motion 2040</i> ") and is also provided on the COMPASS website under "Comments and Questions." Here is a link: http://www.compassidaho.org/comm/comments.htm	83709	Online comment form
It is not nearly as important to widen SH 55 in this area as it is to complete SH 16. This money should be redirected to the completion of SH 16.	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	83686	Online comment form

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
FY2019 federal Program of Projects proposed for funding by Valley Regional Transit			
<p>Again, I'd like to see more passenger rail and less automobile planning. One way to do this would be to charge companies/corporations for the areas they provide for employee parking. If it becomes more cost effective to use a train or bus for individuals the need to cover more land with concrete and asphalt will be reduced. In the future we are going to need more agricultural land, green areas to provide oxygen, and less covered surface to prevent floods.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>As previously stated, I am not a fan of spending many millions more dollars on VRT. We all see many of the buses running around town with VERY few riders aboard.. When and if the ridership improves substantially. I will be there to support more \$\$\$\$. In the interim, lets look at expanding CommuterRide, in my mind a quite successful program that is USED.</p> <p>By the way, I'm skeptical of the argument that putting on more and more VRT buses will actually increase ridership/bus trip. Perhaps on a few routes, but not overall.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83616 Mac McOmber</p>	<p>Online comment form</p>
<p>Lightrail is a great plan longterm, but we don't need a particular technology to prevent us from starting with that transit future today. Dedicated bus lanes would provide many of the benefits while minimizing the initial capital required to boot up the rapid cross valley program. In Jarrett Walker's book, Human Transit, he argues that the method of transportation is secondary to the frequency with which the transit is available. We don't need rails in the ground to inspire more usage, but we do need better availability.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83706</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
All I care about is a light rail.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	83687	Online comment form
Get serious about mass transit (light rail) and plan and build transit and roads first and then allow residential and commercial devopment as it fits the transportation system. Development/developpers should pay for needed rails, roads, buses and trains; not existing users and businesses. Also, set a firm and limited figure for the amount of farmland that can be taken out of agricultural use per year (say, 200 acres per year). negative	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	Dean Zeller	Online comment form
Lake Hazel Road: This plan is 5-10 years too late in completion. The City of Boise and Ada County Commissioners and developers cannot wait to over build/complete high density projects now. Therefore, when the project is completed, it will be too late. Please include requirement to delay high density projects until this element is complete. Begin improving Kuna Mora Road now instead of Lake Hazel Road.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	83709	Online comment form
Please plan for light rail from Caldwell to downtown Boise using the I84 corridors and out to the airport to the Micron exit. Please include commuter parking lots along the way. Make Chinden at least 4 lanes from Eagle Road to Caldwell I84 junction. Start bus service on Ustick, Fairview/West Cherry. And also from Meridian to Chinden via Meridian Road. Also, widen Meridian Road considering the number of apartments now being constructed at McMillan and Meridian Road. TenMile will need future considering also.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT), Idaho Transportation Department (ITD), the Ada County Highway District (ACHD), and the COMPASS Board of Directors.	83646	Online comment form

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>I see a number of "planning" projects that are being done in preparation for federal support projects. I believe that the best answer to our congestion problems here in central Idaho is a passenger rail line from Ontario, Oregon to Mountain Home. (I'd actually like to see an entire network of passenger trains from Seattle, Portland and other large Northwest US urban areas through to capitols and other larger urban areas in Idaho, Utah, Wyoming and Montana.) I don't know if ACHD would be the right place to begin this. If you know of another agency please let me know.</p>	<p>Thank you for your comments. Valley Regional Transit is the public transportation authority for Ada and Canyon Counties, and as such would operate any future passenger rail service. Your comments will be provided to Valley Regional Transit, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>Wish you would work with the City of Meridian to encourage public transportation there as well.</p>	<p>Thank you for your comments. They will be provided to the City of Meridian, Valley Regional Transit (VRT), and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Develop the mass transit for Caldwell to Boise. Start a rail program, the rails are already in place, just need some terminals. I am familiar with Seattle's. It took several years for the system to become profitable. But is now running at capacity every day. Six or seven trains in the AM and Same in PM. Each train has 6 cars that holds prox 150 people. Something that Treasure valley will need.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>ADA County and Treasure Valley are too small to support Valley Regional. If it can't support itself then we don't need it. I lived in NYC. 8 million people in 25 sq. miles makes sense. Several hundred thousand does not. Buses are empty and not convenient for anyone so if they can stand on their own discontinue it.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I am missing a rail system (metro) from Nampa to the Boise airport, looping to downtown and out to the Town Square Mall. How does it make sense to only rely on buses for intercounty transportation, which are (today) very infrequent and, therefore, not used.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83642</p>	<p>Online comment form</p>
<p>I am totally confused on the costs and how it is funded but I think public transportation is great. That being said if I can be afforded let's do it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Jearmy Avery 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
Busses in Boise need to be much smaller. They are empty most of the time or have 3 people on them. I rode a few just to see if they are used and it's crazy! Nampa will be the same!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83704	Online comment form
Waste of money until roadways are fixed.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
I was drawn to the list of subregional actions in Nampa for bicycle/pedestrian, replacement of vehicles for Canyon County and the newer stops in Middleton and College of Western Idaho. Appreciate the COMPASS view of Canyon County.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Sharon Hubler Secretary, F.A.C.T.S. 83605	Online comment form
There must be improvement. Please push this.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jim Reed 83646	Online comment form
Can't tell what they do.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	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>
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Comments on the Air Quality Conformity Demonstration for Northern Ada County

<p>Letter submitted by the Idaho Conservation League and received by COMPASS. Comments are attached at the end of this document.</p> <p>Three specific questions were raised in the letter:</p> <p><u>Question 1.</u> Tables 2, 4, 6, and 9 in COMPASS' Air Quality Conformity Demonstration (AQCD) show vehicle emission estimates based on MOVES modeling. Appendix B of the AQCD describes the assumptions made when calculating these estimates. With regards to fuel supply and formulation, Appendix B states, "national default fuel supply inputs were used for all source types." We request that COMPASS clarify what the national default standards are (i.e. – provide a numeric value that was utilized, if possible).</p> <p><u>Question 2.</u> Further, we are curious if COMPASS included consideration of our current administration's efforts to roll back fuel economy standards, known as CAFE standards. The fuel economy of vehicles is directly related to their emissions of numerous harmful pollutants, including PM10, NOx, VOCs, and CO. Our concern is that the MOVES modeling performed for this demonstration may no longer be accurate if input assumptions were based on previous projections of increasing fuel economy standards.</p> <p><u>Question 3.</u> In addition, earlier this year we saw efforts by the Idaho Legislature to significantly reduce vehicle emission testing in the Treasure Valley. While this effort ultimately was unsuccessful, we are curious if COMPASS has performed any modeling or analysis of air quality conformity based on a scenario where vehicle emission testing was reduced.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p><u>Response to Question 1:</u> The fuel supply and fuel formulation default data are part of the MOVES program. Each conformity analysis year requires the appropriate fuel supply and formulation input data; therefore, no one numeric value exists. Each fuel related inputs required to run MOVES consist of 12 worksheets, each one for a specific purpose. Based on your request, COMPASS will post these MOVES input files to the COMPASS Air Quality Conformity web page (www.compassidaho.org/prodserv/aq-demo.htm) within the next 30 days. We will email you when the files have been uploaded. We will also add a link to these files in Appendix B in both the final Air Quality Conformity Demonstration for the FY2019-2023 TIP and final Air Quality Conformity Demonstration for <i>Communities in Motion 2040 2.0</i> (and future conformity documents) when this is complete.</p> <p><u>Response to Question 2:</u> Regarding discussions to change the CAFE standards: The MOVES modeling is based on existing environmental laws, regulations, and standards; therefore, scenarios regarding potential changes to those standards are not part of the modeling process. When these laws, regulations, and standards change, model inputs and assumptions are updated as appropriate to reflect those changes.</p> <p><u>Response to Question 3:</u> COMPASS did not run any modeling analyses based on discussions in the 2018 legislative session regarding changes to emissions testing.</p>	<p>Idaho Conservation League 83702</p>	<p>Letter</p>
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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
Use electrical light rail and people movers where possible...and propane combustion as necessary.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
The best way to improve air quality will be to increase rail and bus services. The bus system is poorly designed. I live near Morris Hill cemetery and worked at Boise State. Because the bus routes only intersect at the downtown terminal it would more than triple the time needed to drive from my home to Boise State. We need a bus system that has more transfer points so that not everyone has to go downtown to transfer. I've lived in other major university towns that had such systems and they made taking the bus instead of driving easy (Madison, WI and Iowa City, Iowa). We need better answers that just wider roads and streets.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	83706	Online comment form
Northern Ada County has always been subjected to increased air pollution due to the mountainous topography and the direction of air movement. The source of this pollution originates as far away as eastern Oregon. Therefore, ANY increase in vehicular traffic, based on population growth, NOT highway improvements, will add to air pollution. Studies mandated by the federal government will only confirm this. Not much can be done except tighten emissions and provide realistic and feasible public transportation.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
Cars cannot sit on the freeway or in traffic idling, that increases our pollution level. Boise sits against the hills so the pollution control needs to start in treasure valley.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83651	Online comment form
With over growth comes pollution. I have lived in NYC, Los Angles and traveled the world. People bring pollution. To date no solution that works other than controlling population works. We are seeing it already.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Gary Smith Star Community Updates 83669	Online comment form
I say based on that information we need to continue to closely monitor emissions test and start looking at ways to possible reduce emissions in future projects.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jearmy Avery 83605	Online comment form

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
How many agencies does it take to blow funds in every direction but forward?	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
This link immediately above, "Air Quality Conformity Demonstration", took me to another page and I lost all my prior comments. It troubles me COMPASS is requesting comments limited to how it words its own questions. The questions assume that these are the only relevant concerns? I don't have any time now to redo my comments above. I moved here from Oahu, Hawaii two years ago. I was there for 35 years. They have a major problem with transit, which has only been exacerbated by the city's rail project. In addition, the cost-overruns and project delays have been a tremendous burden on the economy there. I am a good resource for information on rail, and the contacts I have there can outline the pitfalls of using a 19th century technology in the 21st century. https://fee.org/articles/5-reasons-to-neglect-transit/	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Guy Monahan 83616	Online comment form
Very important for health and future of living conditions in Meridian	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jim Reed 83646	Online comment form
Better air quality improvements would come from banning F## jets from the Boise Airport.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form



Sara M. Baker, President
Rebecca W. Arnold, Vice President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner
Paul Woods, Commissioner

September 11, 2018

Matt Stoll, Executive Director
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the DRAFT FY2019-2023 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. The draft TIP supports the maintenance policy of Communities in Motion 2040 by dedicating a steady funding source for maintenance projects within the Boise Urbanized Area. The TIP aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for system expansion projects. Through experience, ACHD has found that 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.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2019-2023 TIP:

- As the local project partner, ACHD strongly supports ITD's accelerated replacement of the damaged Cloverdale Bridge in 2019 (KN 20842).
- The addition of the ITD Freight Program funding for ACHD's ITS and Advanced Signalization projects (ORN22100) will improve safety and freight movement in Ada County.
- ACHD fully supports the two State Tax Anticipated Revenue (STAR) capacity improvement projects on US 20/26 from SH-16 to Tree Farm Way (ORN21864), programmed in FY2021, and from Tree Farm Way to Linder Road (ORN21858), programmed in FY2019. These improvements will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways.
- ACHD is pleased to see State Highway Safety funding advance from PD to FY2023 for the widening of SH-44, between Star Road and SH-16 (KN20574), and for the widening of SH-44 from SH-16 to Linder Road (KN 20266). These capacity projects will benefit the growing cities of Eagle and Star.
- The advancement of all FY2025 Capital Maintenance Phase I and II projects (ORN21896 and ORN21898) and FY2023 Capital Maintenance Phase I and II projects (KN20259 and KN 19993) supports ACHD's efforts to use STP-TMA funds for maintenance projects. The conversion of

FY2019 Capital Maintenance Local (ACHD funds) to Phase III (STP-TMA) proves the concept of annually designing a maintenance project to federal standards with local funds.

- ACHD is glad to see that the pedestrian safety project for US 20/26 at 43rd Street (ORN20578) has been advanced.
- Commuteride Replacement Vans (KN 20136a) 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 (KN20792) and FY2023 (ORN22015), and in PD(ORN15914) is valuable to Ada County commuters.
- ACHD appreciates the inclusion or advancement of locally funded and regionally significant ACHD road widening projects (RD202-17, RD209-28 and RD207-33).

ACHD is encouraged to see the number of capacity projects on the local state highway system, and the amount of federal funding ITD has successfully applied for and received. These improvements to the regional highway system are critically needed and help relieve congestion on the local network. 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.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sara M. Baker', with a long horizontal flourish extending to the right.

Sara M. Baker
ACHD Commission President

Cc: COMPASS Executive Committee



August 20, 2018

Mr. Matt Stoll
Executive Director
Community Planning Association of Southwest Idaho
700 Northeast Second Street, Suite 200
Meridian, ID 83642

RE: Draft Fiscal Year 2019-2023 Regional Transportation Improvement Program

Dear Mr. Stoll,

Please accept this letter as the City of Nampa's (City) comment to the Community Planning Association of Southwest of Idaho (COMPASS) Draft Fiscal Year 2019-2023 Regional Transportation Improvement Program (TIP).

The comment is specifically concerning the Idaho State Highway (SH) 16 design project. The City greatly appreciates the Idaho Transportation Department (ITD) programming this important project. Once the SH 16 project is constructed between US 20 and I-84 it will provide another needed north south connection in the Treasure Valley and improve the mobility of the entire region. In reviewing the proposed alignment, it is noted there is not a southern leg of the interchange at I-84 to complete the conductivity of McDermott Road. The City requests that ITD consider a southern leg to the interchange as the connection will allow for the continued growth of Nampa in the southeast corner of the City's impact area.

The City is committed to needed improvements for McDermott Road to tie into a southern ramp off I-84.

Sincerely,

Debbie Kling
Mayor



208.345.6933 • PO Box 844, Boise, ID 83702 • www.idahoconservation.org

August 29, 2018

Community Planning Association of Southwest Idaho
700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

Submitted via e-mail: info@compassidaho.org

RE: COMPASS Comment period on Regional Transportation Improvement Program, proposed change to Communities in Motion 2040, Air Quality Conformity Demonstration, and FY2019 Federal Program of Projects

Dear COMPASS Staff:

Thank you for the opportunity to provide comments on transportation plans and projects for Ada and Canyon Counties. Below are comments submitted on behalf of the Idaho Conservation League and Conservation Voters for Idaho. We look forward to seeing these plans and projects implemented, and we appreciate COMPASS' work to reduce traffic, maintain good air quality, and preserve the quality of life in the Treasure Valley.

Should you have any questions, please don't hesitate to contact any of the undersigned.

Thank you,

A handwritten signature in black ink that reads "Austin Hopkins".

Austin Hopkins
Idaho Conservation League
ahopkins@idahoconservation.org
208.345.6933 x23

A handwritten signature in black ink that reads "Crystal Rain".

Crystal Rain
Conservation Voters for Idaho
crystal@cvidaho.org
208.342.1264 x103

RE: ICL and CVI comments on Regional Transportation Plans and Projects August 1 - August 30, 2018

Regional Transportation Improvement Program

At this time we do not have detailed comments for any specific project included in the TIP. However, we wish to share our appreciation for COMPASS' consideration of environmental justice as part of developing the TIP.

Proposed change to Communities in Motion 2040 – Canyon County SH 55 Project

According to the U.S. Fish & Wildlife Service's (USFW) Information for Planning and Consultation (IPaC) online database, the project area along SH 55 includes a number of threatened or endangered species as well as the presence of wetlands (Appendix A). The proposed study should consider the impact from widening this section of SH 55 on each of these species. This list is not exhaustive though, and we would encourage the study authors to also consult with Idaho Fish and Game to ensure all potentially affected species are considered as part of the study.

We appreciate seeing discussion around public transportation and walking/biking as well. In the coming years, this region is likely to see significant development occur. We would encourage the study to research and develop programs aimed at educating and communicating with new residents on alternative forms of transportation. Increasing utilization of alternative transportation would cut down on traffic, prolong working conditions of roadways, and help to improve air quality.

Air Quality Conformity Demonstration

Tables 2, 4, 6, and 9 in COMPASS' Air Quality Conformity Demonstration (AQCD) show vehicle emission estimates based on MOVES modeling. Appendix B of the AQCD describes the assumptions made when calculating these estimates. With regards to fuel supply and formulation, Appendix B states, "national default fuel supply inputs were used for all source types."

We request that COMPASS clarify what the national default standards are (i.e. – provide a numeric value that was utilized, if possible). Further, we are curious if COMPASS included consideration of our current administration's efforts to roll back fuel economy standards, known as CAFE standards. The fuel economy of vehicles is directly related to their emissions of numerous harmful pollutants, including PM₁₀, NO_x, VOCs, and CO. Our concern is that the MOVES modeling performed for this demonstration may no longer be accurate if input assumptions were based on previous projections of increasing fuel economy standards.

In addition, earlier this year we saw efforts by the Idaho Legislature to significantly reduce vehicle emission testing in the Treasure Valley. While this effort ultimately was unsuccessful, we are curious if COMPASS has performed any modeling or analysis of air quality conformity based on a scenario where vehicle emission testing was reduced.

RE: ICL and CVI comments on Regional Transportation Plans and Projects August 1 – August 30, 2018

Appendix A

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Canyon and Owyhee counties, Idaho



Local office

Idaho Fish And Wildlife Office

☎ (208) 378-5243

📠 (208) 378-5262

1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Snails

NAME	STATUS
Snake River Physa Snail <i>Physa natricina</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/305	Endangered

Flowering Plants

NAME	STATUS
------	--------

Slickspot Peppergrass *Lepidium papilliferum*

Threatened

There is **proposed** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/4027>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME)

SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Brewer's Sparrow <i>Spizella breweri</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9291	Breeds May 15 to Aug 10
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Dec 31
Golden Eagle <i>Aquila chrysaetos</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds Apr 1 to Jul 31
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31

Sage Thrasher *Oreoscoptes montanus*

Breeds Apr 15 to Aug 10

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
<https://ecos.fws.gov/ecp/species/9433>

Willet *Tringa semipalmata*

Breeds Apr 20 to Aug 5

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Willow Flycatcher *Empidonax traillii*

Breeds May 20 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
<https://ecos.fws.gov/ecp/species/3482>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

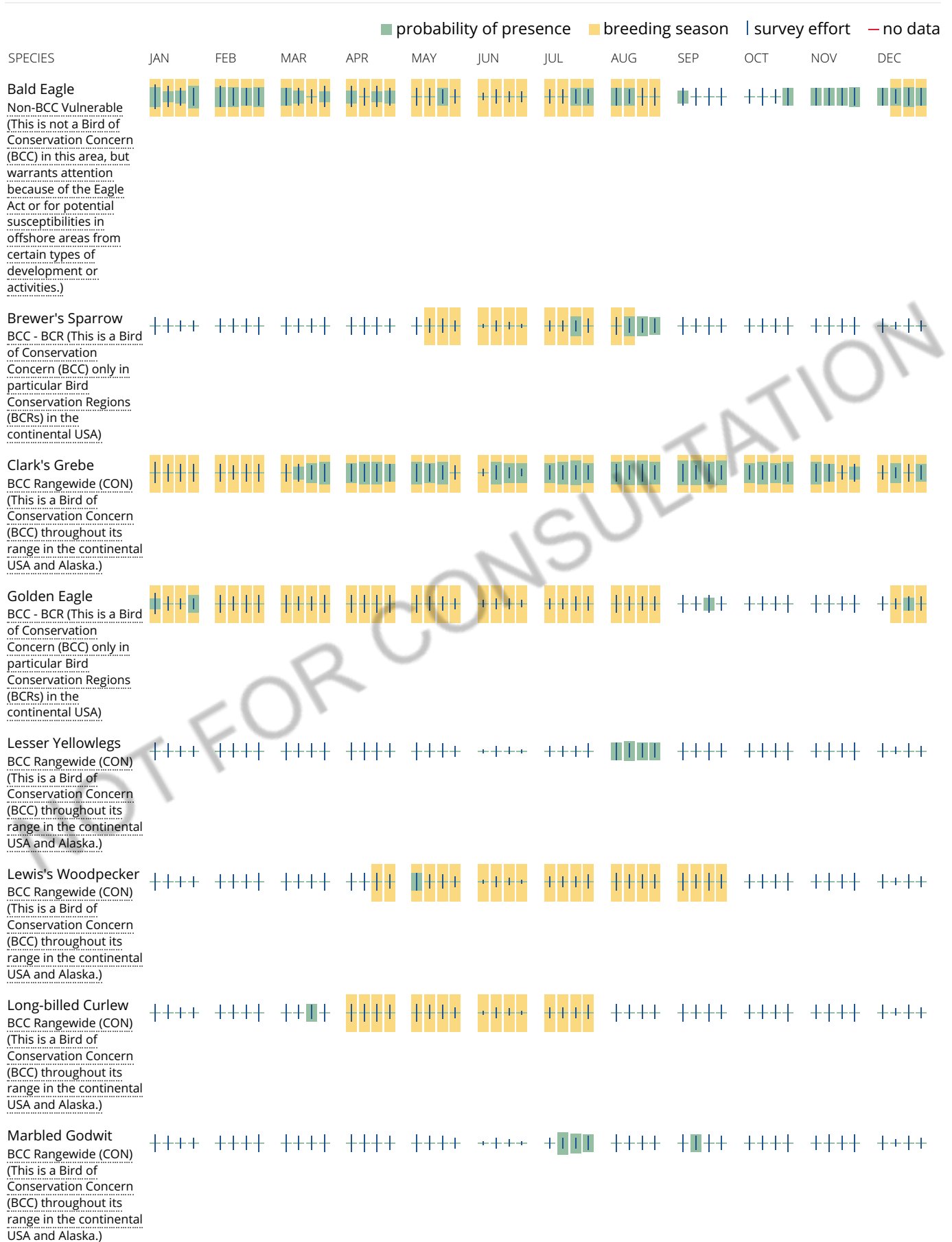
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

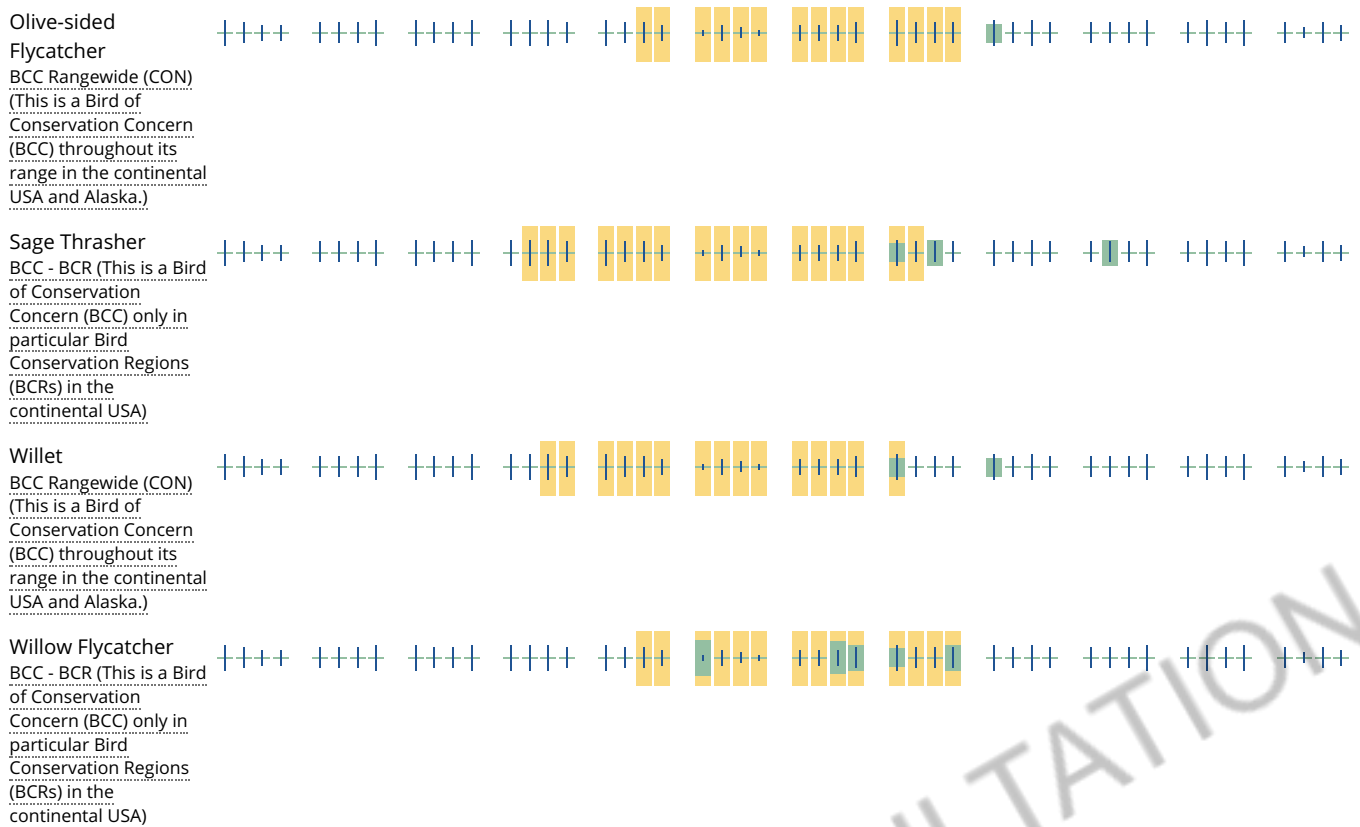
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

Wildlife refuges and fish hatcheries

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

[PEM1Cx](#)
[PEM1C](#)
[PEM1F](#)
[PEM1/USC](#)
[PEM1A](#)

FRESHWATER FORESTED/SHRUB WETLAND

[PSS1A](#)
[PFO1Ah](#)
[PFO1Ch](#)
[PSS1C](#)
[PSS1Cx](#)
[PFO1A](#)

FRESHWATER POND

[PUBHh](#)
[PAB4/UBHr](#)
[PUBHr](#)
[PUBH](#)
[PUBHx](#)
[PUBFh](#)

LAKE

[L2EM2Fh](#)

RIVERINE

[R3UBH](#)
[R4SBCx](#)
[R4SBCr](#)
[R5UBFx](#)
[R5UBH](#)
[R4SBC](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus,

detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

Public Comments Received (Verbatim)

Communities in Motion 2040 2.0 and FY2019-2022 TIP Public Comment on Proposed Additional Funded Projects

Public Comment Period: November 5 – November 19, 2018

Total number of comments received: 75

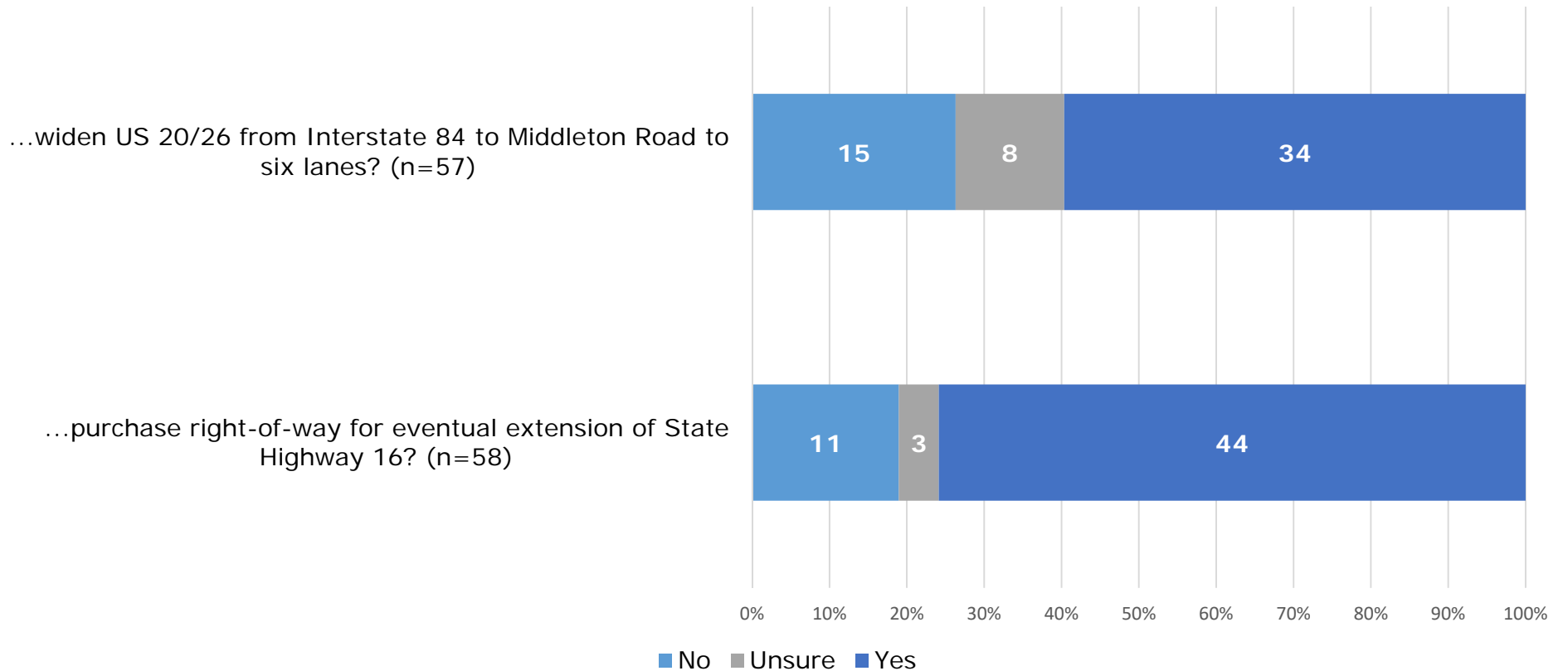
Email: 14

Online Comment Form: 54

Hard Copy Comment Form: 5

Letter: 2

Should the draft long-range transportation plan and five-year budget of transportation projects be revised to fund a project to*...



*Asked on the comment form. Responses received via email/letter and open ended responses from the comment form can be found on the following pages.

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
Should the draft long-range transportation plan and five-year budget of transportation projects be revised to fund a project to <u>widen US 20/26 from Interstate 84 to Middleton Road to six lanes?</u> Why or why not?			
I support both modifications to the ITD long range plan, specifically the acquisition of right-of-way for ID-16 and widening of US 20/26.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Bill Junk Boise	Email
Any work on US 20/26 is overdue. I support widening 20/26.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	---	Hard copy comment form
More money is needed for public transit.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83712	Online comment form
That portion of the road does not need it yet. Use the money to bring Interstate 11 to the Valley	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form
As long it is maintained as a high speed commuter corridor. Compass must think past today and do what is right for the future. It is imperative that there is another high speed, high volume route instead of just I-84.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Denise LaFever 83646	Online comment form
Because the drive times will be reduced and safety will be enhanced.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Phil Ackerman 83713	Online comment form
Growth is demanding we get these projects completed as asap.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83644	Online comment form

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
Use the funding and time required by this project to fund real long term solutions: why don't we have an adequate inter-city bus system? Or a light rail?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Generally, different "types" of transportation funding can only be used for specific types of projects. This project is funded by the Idaho Transportation Department, and their funding is specific to roadway projects, so the funding cannot be used for buses or rail. COMPASS is planning for a more robust public transportation system, including rail, but a dedicated funding source (e.g., a tax or fee) specific to public transportation does not exist in Idaho. This lack of funding, and specifically long-term dedicated funding, is the primary reason why the Treasure Valley does not have a more robust bus system now and why future expansions to public transportation are all unfunded in <i>Communities in Motion 2040 2.0</i>. You can learn more about plans for future public transportation services, including rail, here: http://www.compassidaho.org/documents/prodse rv/CIM2040_20/TechDocs/PublicTransportation.p df.</p>	83705	Online comment form
The pressure on this section of highway is not that high.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
For feedback of widening of Chinden and extending Hwy 16 to I-84: Yes, please. Do it three years ago before it became the parking lot that it is now.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	--	Email
There is no balance to the funding for projects in the Treasure Valley. There must be funding for public transportation. I also do not support these comment periods that has no one's attention except for those directly involved in the projects or planning of the projects. Widening roads isn't always bad, but the continued acceptance of the inevitable congestion with no alternative solutions is outrageous and COMPASS should be working harder to not exacerbate the issue.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Kenny Werth 83702	Online comment form
The Boise Metro Chamber supports the widening of U.S. 20/26 from I-84 to Middleton Road. This is a critically important component of the eventual west/east transportation corridor from I-84 to Eagle Road.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Ray Stark Boise Metro Chamber of Commerce 83702	Online comment form

<p style="text-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 style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>Hello</p> <p>I do not understand why roundabouts are not the preferred intersection change. They do not cause anyone going in any direction to stop. Stopping wastes time and pollutes the air with all the forced idling. There is space now to make these intersections, or at least purchase the land before it is developed. Unlike the intersection of Bogart and Caswell in Boise that had a round about planned. The idea was scrubbed so the developer of the north east property could put in one more house. Bogart remains a race track because of this poor decision.</p> <p>I think round abouts would be a better choice for the intersections proposed for Chinden West. You have the chance to acquire the land now, since it is basically undeveloped. With round abouts, there is little or no stopping. With signals, there is forced stopping with the resultant air pollution from all that idling. If merging lanes are included, the stopping is kept to a minimum.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Roundabouts are an excellent consideration and can be used in many areas. Roundabouts are most commonly found in relatively low-volume, slow-speed areas. A great example is the roundabout the Ada County Highway District installed at the intersection of Whitewater Blvd. and Stewart Ave. in Boise.</p> <p>The western section of US 20/26 is planned to be a high-speed, high-volume corridor. ITD ran an analysis on many different intersection types, including several feasible roundabout configurations. The best performing roundabout configuration, two lanes in all directions, still resulted in an average delay of 4,104 seconds (68 minutes) – an unacceptable result. In short, roundabouts work well when traffic can flow, but the second they fill up they clog up and no one can get through.</p> <p>There are roundabout designs that perform better on a high-speed, high-volume system, but are not feasible in this location. ITD is currently designing such an interchange in south-central Idaho. You can find more about that project at http://southjeromeinterchange.com/. As you will see, this roundabout takes considerably more space, which is not feasible along western US 20/26. Along this corridor, ITD has conceptual plans to install continuous flow intersections that are very efficient both in mobility and the space they require. ITD is currently finalizing design of one such intersection at State Highway 44 and Eagle Rd. You can find out more about that project at https://itdprojects.org/eagle44cfi/. There, you will see the analysis on the intersection's efficiency and relatively small footprint.</p>	<p>Claudia Fernsworth</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>The second project on Hwy 20/26 is ridiculous. Why are you not doing Chinden from Eagle Road the Ten Mile immediately!!!! Waiting until 2020 is a disgrace when most intersections are at failure mode right now. Everything you do is so slow. I was just in Texas, Arizona and Illinois. Why do other states seem to have so much money to build roads, and we don't. All I hear is "We don't have the money." Well other states have figured out to get it it. They have projects all over the place to help traffic flow. Why is ITD so slow to respond to pressing traffic issues, building overpasses in northern Idaho with little traffic, while we in Ada County continue to suffer from slow planning and implementation!! ACHD seems to be able to respond effectively but not ITD. I am very disappointed in Compass and ITD.</p> <p>Thank you for the chance to comment.</p> <p><i>[NOTE: When referring to the "second" project, it is in context of the State Highway 16 right-of-way project as the "first" project.]</i></p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>ITD is making improvements to its roadways throughout the state, including widening US 20/26 (Chinden Boulevard), to improve safety and capacity as funding becomes available. Large projects, such as widening US 20/26, take several years to plan, design, and acquire right-of-way before construction can begin; however, when projects are ready, ITD is moving them forward, to be built sooner, when resources allow.</p>	<p>Diane McLaughlin Eagle, ID</p>	<p>Email</p>
<p>To whom it may concern The proposed improvement to hiway 20 is sorely needed and long overdue.</p> <p>Thank you</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Hubert Osborne 83686</p>	<p>Email</p>
<p>No, not until ITD, COMPASS and others include the completion of the sidewalk system on Chinden through Garden City as part of these projects. It's disengenuous to place the burden of a \$20 million sidewalk project on the 12,000 people of Garden City while no cities are required to pony up for a massive road widening that will funnel more cars through Garden City. No special pursuit of funding should be made unless it incorporates completion of the sidewalk network through Garden City. I hope COMPASS, through its legislative agenda, will work with the other cities along Chinden to support completion of this sidewalk network in Garden City.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Donald Kostelec 83716</p>	<p>Online comment form</p>
<p>Upstream traffic from I-84 and Middleton have added to traffic in Star. Opening up 20/26 would help with that now and in the future.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Will help alleviate congestion along I-84.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>This is the new commercial growth area and a major transportation corridor for the population growth in the Treasure Valley. I use Hwy 20/26 daily in my business travels and it is becoming a congestion issue for many in Meridian, Boise etc. And as the population keeps moving West, as it has since I was born, the congestion will just get worse on this highway. This project will allow some commercial and industrial companies to move in too...allowing a workforce to be brought to other parts of the Valley. Just plan to keep traffic moving and minimize the lights by not making subdivisions use Chinden/Hwy 20/26 as a traffic dumping for them. Only use the side roads and keep the lights synced. It can be an asset to our burgeoning Metropolis.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Widening state highway 20/26 is a necessary action that needs to be done asap. We are behind the 8ball with existing growth.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Lewis Groberg</p>	<p>Email</p>
<p>Widen US 20/26 from I-84 to Middleton Road to six lanes - This project needs to be accomplished as soon as possible.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>--</p>	<p>Email</p>
<p>Have you driven this road? This valley needs an artery or two.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Troy Jensen 83605</p>	<p>Online comment form</p>
<p>Are there multiple housing developments going in there? Then yes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>There are approximately 850 residential units currently entitled within one mile of US 20/26 between the I-84 interchange and Middleton Road.</p> <p>Looking further out, COMPASS forecasts over 6,100 households in this same ±4 square mile area by 2040. For comparison there are 2,060 household in that area today (2018).</p>	<p>83702</p>	<p>Online comment form</p>
<p>This will encourage continued destruction of open space and farmland, which will be increasingly valuable and necessary in the future.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>The West side is being developed at a rapid pace. Congestion is not in the future, it is happening now.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>As far as I can see, the vast majority of your plans are designed to serve an unsustainable single person per vehicle transportation model that will kill this valley. Where is the vision and leadership to create transportation alternatives (lite rail, bus, bikeways, trails...) that would begin to entice travelers out of their single vehicles. All of these single vehicles have to go somewhere and park somewhere. Moving them and accommodating them is creating a travel nightmare in our valley. Learn from what has happened in other communities and lead us into a better world.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The draft <i>Communities in Motion 2040 2.0</i> plan does include a vision for increased bicycled and pedestrian infrastructure as well as a more robust public transportation system. Many of the roadway projects (funded and unfunded) in the plan include sidewalks and bike lanes. Expansion of public transportation, including future rail, is all unfunded, due to limited funding for public transportation.</p>	<p>83714</p>	<p>Online comment form</p>
<p>The population and congestion in the treasure valley is oriented east west. Improvements to existing east/west corridors should be prioritized.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>We cannot keep widening roads and expect the traffic to get better. We need mass transportation and the ability to do a self-imposed tax so we encourage more types of transportation.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>This is not a road segment I travel enough to have an opinion on traffic density.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>June Shoemaker 83669</p>	<p>Online comment form</p>
<p>To relieve congestion</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>I worry that Idaho continues to spend all its resources on widening roads, rather than addressing the root problem - not having significant public transit options. I would prefer that we invest these resources into planning a light rail system from Nampa/Caldwell to Boise.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Stop the Idaho way of talking about it for 10 years just do it already, its past due should have been done 5 years ago. in 1989 there was talk about the 10 Mile over pass yet it took almost 20 to actually get done again 10 years to late. just do it already</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>Wider roads = more traffic. Need focus on alternative transportation</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83714</p>	<p>Online comment form</p>
<p>We need to get ahead of the continued growth in our city and have the proper capacity for roads in place</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>We need another primary option besides the interstate for east to west treasure valley connections</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83703</p>	<p>Online comment form</p>
<p>Bring in Commuter light rail system instead...better off in long run as area develops</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</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
This project will immediately reduce traffic and benefit the existing public	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
Rarely travel this section of highway.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
We need it!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Vikki Stenberg 83687	Online comment form
Four lanes from the Highway 16 extension west to I-84 should be considered.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
Lessen current congestion, improve safety, repair and implement the expansion needed to commidate the population growth the treasure valley has seen and is expected to keep seeing.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Doricela Millan-Sotelo 83617	Online comment form
Safety, lessen traffic on local roads	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Maria Antonia May 83617	Online comment form
Lessen traffic on local roads, improve the lacking road infrastructure that we need to catch up on with the recent growth!.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Mark A Davison 83517	Online comment form
There is already a roadway there that struggles to be maintained with the limited funds available today. You cannot build your way out of congestion. The roadway fund is already underfunded, focus efforts elsewhere.This should not be a priority at this time but maybe in the future, if technology hasn't come up with something better than a one person per vehicle model that continues to be supported.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
Traffic loads require it	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83616	Hard copy comment form
Should the draft long-range transportation plan and five-year budget of transportation projects be revised to fund a project to <u>purchase right-of-way (land)</u> for future construction of State Highway 16 from Interstate 84 to US 20/26 (Chinden Boulevard) Why or why not?			
I support both modifications to the ITD long range plan, specifically the acquisition of right-of-way for ID-16 and widening of US 20/26.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Bill Junk Boise	Email
Need to connect major roads.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	--	Hard copy comment form
More money is needed for public transit.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83712	Online comment form
It is long overdue	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form

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
Highway 16 should be a top priority. In the meantime McDermott should be opened up, so traffic can be diverted from Chinden US 20/26.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Denise LaFever 83646	Online comment form
Absolutely! I live in NW Boise and travel often in north Meridian, NW Boise and Star. The completion of the connection of HWY 16 south to I-84 will have a huge, positive impact on traffic in the above mentioned area. Infrastructure development is painfully behind in West ADA County. I've lived here 12 years and badly need to purchase a larger home. However, as a retiree, not only am I being priced out of the market but my location choices where I might have less traffic to contend with each day are becoming almost non-existent.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Phil Ackerman 83713	Online comment form
Should have been completed when the 44 to 20-26 was completed. Please let's get this done asap.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83644	Online comment form
Focus on public transportation!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83705	Online comment form
There is a dramatic need for a north/south route across the Treasure Valley. This project will relieve pressure on Eagle road as well as other local routes.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
The Boise Metro Chamber supports the purchase of right-of-way for the future construction of State Highway 16 from I-84 to U.S. 20/26. This highway will serve as an important south/north transportation link across the Boise River connecting the Interstate with Star, Eagle and Emmett.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Ray Stark Boise Metro Chamber of Commerce 83702	Online comment form
Given the proposed housing boom and the resulting increase in population density along the RT 16 corridor in the NE portion of Eagle, I would strongly support the extension of RT 16 from Chinden to I 84.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Burton Briggs Joint Planning Commissioner of Gem County and Emmett	Email
I am commenting on the two newly funded projects. I think the Hwy 16 project money is money well spent. Putting Hwy 16 through to I 84 is a must to alleviate some of the traffic on Eagle Road, and to facilitate commerce in Gem County. I live off Eagle Road and I can tell you most times, it's sooo crowded.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Diane McLaughlin Eagle, ID	Email
I feel the county should look to the future of Boise. Especially with the amount of people moving here. We need to spend the money available on freeways. I am in favor of purchasing right of way for eventual hwy 16 from 84 to 20/26. Thank you	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Kerri Avery	Email

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>To whom it may concern</p> <p>With the rapidly increased building and development between Meridian and Nampa the extension of hiway 16 needs to be done probably quicker than it is possible to construct. Thank you</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Hubert Osborne 83686</p>	<p>Email</p>
<p>Development is rapidly approaching the approved State Highway 16 corridor. Right-of-way for State Highway 16 needs to be acquired before the area develops and property values become prohibitive. The extension of State Highway 16 from US 20/26 to I-84 is extremely important for regional north/south traffic flow as the Treasure Valley continues to expand.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Richard L. Jacobson 83646</p>	<p>Online comment form</p>
<p>No, because ITD can't afford to maintain the existing roadway miles they currently have. What gives the public any reason to believe they can maintain additional land and the future lane miles that would go along with it?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Donald Kostelec 83716</p>	<p>Online comment form</p>
<p>This project would help both traffic and commerce since the land along Hwy 16 is open and commercial development would not impact local communities.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Will help alleviate congestion along Black Cat, Ten Mile, Linder and Eagle Roads.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>This will finally be an expressway. Keep the businesses on the East West Roads such as Chinden, Ustick, Cherry, and Franklin....and continue to plan on overpasses on these East/West crossings. This needs to be a freeway so you can get traffic from the North to the South in an efficient manner. An unecumbered Expressway at the least....no lights on this corridor, but overpasses to keep the traffic moving at 65mph. No homes built close to this corridor for safety and to not have to build walls. No businesses having on and off traffic directly onto this corridor. We need to carry traffic with this one.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>The widening of highway 16 also makes sense.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Lewis Groberg</p>	<p>Email</p>
<p>With the approval of Owyhee High School growth will increase exponentially in this part of the valley which is already underserved from a transportation standpoint.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>I don't know what traffic patterns this would improve - all I know is SH16 dumps a ton of traffic onto 20/26. I think SH 16 should NOT be opened further until solving 20/26.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Troy Jensen 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
<p>We need more north south connections. But I'm not sure, after looking at the map, what you're talking about. State Highway does not connect to I 84.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>You are correct. State Highway 16 does not currently connect to I-84. This project is to purchase land to eventually make that connection by extending State Highway 16 from US 20/26 (Chinden Boulevard) to I- 84.</p>	<p>83702</p>	<p>Online comment form</p>
<p>This will encourage continued destruction of open space and farmland, which will be increasingly valuable and necessary in the future.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Having Hwy 16 go all the way through will greatly relieve the traffic on other routes like cross roads to Eagle road(55) and Eagle road itself.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>As far as I can see, the vast majority of your plans are designed to serve an unsustainable single person per vehicle transportation model that will kill this valley. Where is the vision and leadership to create transportation alternatives (lite rail, bus, bikeways, trails...) that would begin to entice travelers out of their single vehicles. All of these single vehicles have to go somewhere and park somewhere. Moving them and accommodating them is creating a travel nightmare in our valley. Learn from what has happened in other communities and lead us into a better world.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The draft <i>Communities in Motion 2040 2.0</i> plan does include a vision for increased bicycled and pedestrian infrastructure as well as a more robust public transportation system. Many of the roadway projects (funded and unfunded) in the plan include sidewalks and bike lanes. Expansion of public transportation, including future rail, is all unfunded, due to limited funding for public transportation.</p>	<p>83714</p>	<p>Online comment form</p>
<p>Right of way purchases would be based on 8 year old data. An up to date study may recommend an alternative other than the one selected in 2011. - Finalization of the connection of Highway 16 will do little to relieve current congestion in the east west corridor. -The 2011 plan fails to take into account the presence of Amazon's development in Canyon County. This will likely be an additional strain on east west traffic, with little reduction in congestion. -Expansion of Hwy 16 to the freeway and utilizing the antiquated study which supports the alternative route and its three major interchanges away from existing right-of-ways is in contradictory to Communities in Motion 2040's vision statement which included protecting farmland. Any expansion of Hwy 16 south should be contained or in conjunction with existing right-of-ways. Finally, if there is expansion, it should be north bound, beyond Emmett, which would benefit the entire state not just isolated communities of the northwest treasure valley.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The Idaho Transportation Department is currently working 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. This information will inform the right-of-way purchase.</p>	<p>83687</p>	<p>Online comment form</p>

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We cannot keep widening roads and expect the traffic to get better. We need mass transportation and the ability to do a self-imposed tax so we encourage more types of transportation.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83706	Online comment form
The amount of traffic coming from/returning to Emmett, Star, Middleton and west Eagle during the daily commute on Chinden and Ten Mile is significant. The increasing in building in those areas and the influx of commercial (Costco) is going to quickly make the traffic in that area untenable. There is no alternative way to get to 84. There should also be consideration for a light at Chinden and Black Cat so at least it would be an option for PM commute-as of now it's very dangerous and practically impossible to turn west from BC to Chinden so not a viable commute route.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	June Shoemaker 83669r	Online comment form
To relieve congestion	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form
I'd like to see more information on the amount of vehicles that would use this new roadway. Would it relieve congestion in other places? \$96 million is a significant investment - Is it worthwhile?	Thank you for your comments. They will be provided to the COMPASS Board of Directors. An analysis has been done on the impact of construction of State Highway 16 from Interstate 84 to US 20/26 and widening from State Highway 44 to the Ada/Gem County Line. The analysis shows that vehicle miles of travel and congested vehicle miles of travel would both increase slightly (likely due to individuals driving a longer route to access the expressway) and vehicle hours of delay would decrease. You can find a summary of the results of the analysis at http://www.compassidaho.org/documents/prodrev/CIM2040_20/TechDocs/Final_Tech_Analysis.pdf , page 5.	83702	Online comment form
again 10 years to late do it already	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form
Chinden is one of the most over packed roads. Traffic is always backed up and improved roads/more lanes would help dramatically.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83705	Online comment form
Further development in this area should not be encouraged and will task existing infrastructure	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83714	Online comment form
We need to get ahead of the continued growth in our city and have the proper capacity for roads in place	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83706	Online comment form
We need another primary option for north to south valley connections. This highway need to connect to the interstate.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83703	Online comment form
This corridor needs to happen	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83704	Online comment form

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
Bring in Commuter light rail system instead...better off in long run as area develops	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form
Getting from anywhere in Boise to highway 55 takes a long time. Getting from 84 to Chinden would be a good start.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form
If money wasn't wasted on the Hwy 16, way-too-big bridge over the Boise river and road to no where, I-84 thru Nampa could have been expanded 10 years ago. Developers will benefit the most from Hwy 16, the public shouldn't be paying for the right of way, it should be donated thru the annexation process.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
Continuing hey 16 to the interstate is a good plan...as long as that is where it ends. Do not continue it as a beltway thru Kuna and then out to Blacks Creek as originally proposed in 2007. Kuna doesn't want a beltway wrapped around it.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83634	Online comment form
to help get traffic off of 20/26 and move traffic safely from the Emmett valley to the interstate	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
Improve traffic flow and improve safety.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
Extending this highway would relieve surface traffic on existing connecting roads, such as Ten Mile.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
this is a very wise use of our funds. The roads are getting busy and we need to be ahead of the growth, not behind! Please, fund and finish asap! Thank you for the time and thought you have put into this project. I am looking forward to the relief it will have on our other highway/road systems.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Vikki Stenberg 83687	Online comment form
Greatly needed, Lessen current congestion on the local roads that already need repair, improve safety, repair and implement the expansion needed to commidate the population growth the treasure valley has seen and is expected to keep seeing.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Doricela Millan-Sotelo 83617	Online comment form
Better commute throughout the treasure valley.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Maria Antonia May 83617	Online comment form

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>Yes the first phase and step was taken now we desperately need direct access to I84 it would lessen the traffic on the smaller local roads that we are currently using to get around the majority of the treasure valley.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Mark A Davison 83517</p>	<p>Online comment form</p>
<p>Though I am torn on this one because it adds more roadway with funds that are already lacking, this would mitigate traffic in other parts of the valley by creating a more direct route to the freeway. This would also potentially decrease travel times for people coming from places like Emmett and Star by providing access to the freeway via a more direct route. The timeline for a project like this, however, may need to be extended past a five-year budget, as this would likely be a major undertaking.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>SH-16 is the most important project in the valley</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Hard copy comment form</p>
<p>Additional comments:</p>			
<p>Prioritize the land purchasing</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>We need serious, quality long-range planning that doesn't just favor developers and people moving here with lots of equity. The Treasure Valley will become an unbearable place to live if development is allowed to continue unchecked from Ten Mile Road west to the Caldwell Airport.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Phil Ackerman 83713</p>	<p>Online comment form</p>
<p>Let's forget the tax cuts and put the money into our roads. We are so far behind where we should be. Traffic is awful because we don't want to spend the money to improve our roads. Life long Idaho resident; I have watched the change.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83644</p>	<p>Online comment form</p>
<p>Please reconsider this project. It is not a long term solution, which is what the valley needs at this time.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83705</p>	<p>Online comment form</p>
<p>Completion of Hwy 16 is a critical need. We have no through north/south route across the Treasure Valley. With the addition of an Amazon Warehouse in Nampa as well as significant additional commerce in Meridian, Eagle Road and Ten Mile Road are moving toward gridlock.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>Compass needs to work with local communities to monitor and manage growth based on funded projects only and have growth keep pace with transportation so not to build more than what our roads can handle. Growth is coming but needs to be managed better.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Being a fiscal conservative, this is one area I feel has been neglected and actually needs some work. If the Federal Govt comes up with some significant Transportation funding through their Infrastructure Bill we may see these improvements finished sooner. The new House makeup likes to spend, so maybe this will be ine of those times it will work in our favor. Idaho has always struggled to get the funding for these projects. Thank you for the opportunity to comment.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>I would like to submit my comments and suggestions for Communities in Motion 2040.</p> <p>Nampa is a very segmented city. To facilitate a better highway network that connects each section, I recommend the following:</p> <ol style="list-style-type: none"> 1. Perform a feasibility study and begin corridor preservation to create a through (truck?) route south of Lake Lowell to connect SH55 to SH45. This could redirect vehicles away from Nampa-Caldwell Blvd and I84. 2. Perform a feasibility study to make a better connection between Garrity Blvd (west of I84) to Midland/Karcher roads. This could redirect vehicles away from I84 without driving miles north to Cherry Lane. 3. Perform a feasibility study to expand Amity Rd from SH45 east toward Boise. This could serve as an alternate I84 route, similar to Franklin leading to Meridian. <p>With regard to current plans to widen US20/26, as a major arterial in the valley, I suggest not incorporating a bicycle/scooter lane into the roadway. Traffic counts will continue to increase as commercial and residential growth takes place. As with Eagle Rd, highway speeds will be too fast and the number vehicles accessing ingress/egress points too great to maintain safe travel for alternate forms of transportation on the highway sidelines.</p> <p>That's all I can think of at the moment. Thank you.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Patricia Matthews</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>There must be a better way to receive comments on these projects. There are lots of Treasure Valley citizens who are concerned with the continued road widening and sprawling growth. These highway projects continue to encourage suburban development. I am not looking at the five year plan. In five years, this road widening will be very beneficial to local traffic. But, in 50 years, these extremely expensive projects will only have to improve again. Let's think more about the environment, climate change, issues that matter to future generations. Let's not just think about how long it takes us to get to work in the morning.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Kenny Werth 83702</p>	<p>Online comment form</p>
<p>The proposed improvements would have some affect on the congestion now experienced during peak hours on I-84 and an additional north-south connection is probably needed in the region. That said, these improvements, like most road expansion, will only be band aids. With the growth expected in the valley better planning and zoning would also help. Building high density housing nearer to jobs and planned communities where people can live and work are better long term solutions. The real estate industry pushes the current path, with home sprawling further and further from the city core and jobs, increasing traffic, commute times and taxing infrastructure. In the long term the valley has to come up with an integrated and regional solution.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Lance Mertz</p>	<p>Email</p>
<p>Better start work now rather than later and pay more for acquiring the land or cost of labor and materials</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>--</p>	<p>Email</p>
<p>Umm, why lane addition only to Middleton Road? That leaves about 3 miles of 2 lane until it widens back at Caldwell - please do it right - get 20/26 turned into a useful highway...and keep it that way. Oh, and stoplights are not a solution to moving traffic, but rather stopping it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The US 20/26 corridor will be widened in phases as funding becomes available, with eventual plans to widen to six lanes (three in each direction) all the way from the City of Caldwell to the City of Boise.</p>	<p>Troy Jensen 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
<p>When is anyone with your organization going to seriously discuss light rail in this valley. Or get the conversation started with funding goals? I just spent a few days in Salt Lake and they are "light" years ahead of us and their light rail is growing. I know you're trying but the transportation plans in this valley are very disappointing.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The draft <i>Communities in Motion 2040 2.0</i> plan does include a future rail corridor from the City of Caldwell to the City of Boise. However, there is not currently funding available to construct or operate a rail system, so the project is identified as "unfunded." The Salt Lake Valley has funded their rail with a local option sales tax, but, due to Idaho law, that funding mechanism is not available to the Treasure Valley.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Thanks to bike, bus, trolley, rail...options, it is easy to live without a car or with limited car use in many places around the world. Not so in the Treasure Valley. We are squandering our opportunity to do this right as the Valley continues to grow. Someday we or our children will regret our lack of vision, planning, foresight, and leadership in developing innovative and modern transportation solutions.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83714</p>	<p>Online comment form</p>

<p style="text-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 style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>If approved the right-of-way purchase would be the third largest of the funded projects. The result would only be bare land and the continued forfeiture of farmland. There would be no benefit until funding could be provided to actually begin construction. If projections for this valley are even close to correct, continued pursuit of traditional highways and right-of-ways will be futile, we will never come close to catching up with growth. In 1994 Denver and its population of approximately 500,000 people spent 116 million on a 5 mile long pilot project for a light rail system. I spend time in Denver and the light rail is the only thing that makes that area tolerable. Traffic at all hours of the day and night is unbearable. Light railheads are overflowing with cars that would be forced onto the highway without such a system. Near-term forecasts for the Treasure Valley far exceed 500,000 residents and we have yet to establish any advanced public transit. It is a shame, the right of way exists and the return on investment could be high. Most importantly it is truly preparing the valley for 2040. This project to purchase right of way isn't doing anything but throwing away farmland and placing more vehicles where east/west congestion is already an issue, resulting in the continued erosion of quality of life. If there is 100 million dollars available to buy land for right-of-way, buy light railheads and launch a pilot project for our future. Please do not waste funds and more importantly our precious open space on the best idea 2011 had to offer.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>A letter from the Caldwell Chamber of Commerce Transportation Committee is attached at the end of this table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Caldwell Chamber of Commerce 83605</p>	<p>Letter</p>
<p>A letter and spreadsheet of comments regarding <i>Communities in Motion 2040 2.0</i> from the Idaho Transportation Department are attached at the end of this table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors. Specific recommendations are addressed below.</p> <p><u>Summary Brochure and Public Transportation Comment: Recommend Changing Transit Amenities to Support Infrastructure.</u></p> <p><i>Response: Thank you for your feedback. While "support infrastructure" would in most cases cover "transit amenities," the intent is to draw attention to passenger amenities such as shelters, transit centers, park-and-ride lots, and real-time information kiosks.</i></p>	<p>Idaho Transportation Department 3707</p>	<p>Letter</p>

<p style="text-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 style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
	<p><u>Financial Plan Technical Document:</u> Comment: Can we find a way to show on the Summary/Introduction/Financial Plan pages to represent [visually] the different pots of money (Federal, State, Local and Transit) and how they fall in line with the listed funded and unfunded projects? Add a row to Table 1 or a footnote?</p> <p><i>Response: An appendix (Funding Usage by Transportation Funding Source) has been added to the Financial Plan to show funding sources, annual amount of available funding (2017), and the types of projects the funds could be used for. The funding sources for individual projects are identified in the Regional Transportation Improvement Program, but are not included in the long-range plan. Table 1 shows that to year 2040, over 85% of the projected revenues are for local transportation agencies, including transit agencies.</i></p> <p>Comment: Figure 2: This figure, plus the second bullet point on the preceding page, doesn't explain if more stars are positive or negative. Is there a cumulative star rating for all combined columns that was not presented? This figure does not communicate an outcome to me.</p> <p><i>Response: Language has been added to the document to explain that more stars indicate a more positive outcome. COMPASS did not include an "average" or cumulative star rating because depending on the context and needs of the area and the intended use of the roadway, performance for some goals may be more important than others; an average star rating could be misleading.</i></p> <p><u>Active Transportation Technical Document:</u> Comment: Figures 2 and 3 use the same geometry symbol (circle) for both cyclists and pedestrians. People with visual color recognition deficiencies may be challenged to distinguish between the two. Please continue to use a circle for one of the two and use something else (triangle, square, etc.) for the other one.</p>		

<p>Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p>Staff Response</p>	<p>Zip Code Name Affiliation</p>	<p>Format</p>
	<p><i>Response: The figures have been updated to better differentiate between cyclists and pedestrians.</i></p> <p>Comment: “. . . low-stress pathway network. . . “ Is this term defined anywhere in the document or by a weblink?</p> <p><i>Response: The text has been updated to explain that a “low-stress pathway network” is a network of bicycle/pedestrian pathways away from cars and/or high speed vehicles.</i></p> <p>Comment: Bike lanes are being identified for Chinden Boulevard, Eagle Road, and State Highway 44 [Table 1]. Identified segments include those with high traffic volumes signed for up to 55 miles per hour. Do these really fit the description of a stated “low-stress pathway network”?</p> <p><i>Response: Table 1 and corresponding text have been updated to indicate that specific types of bicycle/pedestrian infrastructure has not been identified and that the COMPASS Complete Streets policy (to be updated in 2019) will be used to guide those decisions.</i></p> <p>Comment: This figure separates the 25.72 mile Union Pacific owned Boise Cutoff from the 9.71 mile City of Boise owned. However, Table 1 on page 7 shows the “Rail with Trail, Boise Spur” as being 32.15 miles. These numbers are not adding up.</p> <p><i>Response: Table 1 includes planning level estimates for projects needed to complete the proposed regional bikeway and pathway network, which is not a direct correlation to the full potential rail-with-trail pathway.</i></p> <p>Comment: Separately, isn't there a legal issue with City of Boise owned portion that it could revert to adjacent property owners if it is no longer a rail line? Or was that resolved?</p> <p><i>Response: COMPASS recognizes that various legal issues may exist along this corridor. These have not been addressed at this stage of the planning process.</i></p>		<p>241</p>

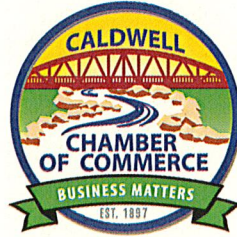
<p style="text-align: center;">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
	<p><u>Demographic and Economic Changes Technical Document</u> Comment: The acronym, SWOT, is not defined. <i>Response: The text has been updated.</i></p> <p><u>Environmental Considerations Technical Document</u> Comment: How is this mitigated on a planning level (3rd bullet Water Quality) <i>Response: Mitigation strategies include considering tactics such as permeable pavements, bioswells, and raingardens as part of the planning process.</i></p> <p>Comment: Many agencies do these [runoff strategies] but does COMPASS require it? I think these are examples of project level mitigation, not program level. From the federal requirements at the top of this section it does not specifically call out a mitigation requirement. <i>Response: These are best practices. COMPASS does not require these strategies; they are intended as guidance for things to consider during project planning.</i></p> <p>Comment: This is on a project level [wetlands strategies]. COMPASS doesn't have any control over this do they? IE: Are the bullets listed below the resources going to be perscriptive when the plan is approved? What would COMPASS do on a planning level? Global <i>Response: COMPASS' role is to provide broad mitigation strategies to be considered early in the project planning process.</i></p> <p>Comment: Is this [map of funded and unfunded projects] on a local jurisdictions plan? Unfunded projects that are not on comprehensive plans will increase the chances of paying more for the project when it is programmed. <i>Response: These projects were identified for funding and as unfunded regional priorities by the COMPASS Board of Directors in the long-range transportation planning process. The COMPASS Board of Directors is comprised of elected officials from local jurisdictions.</i></p>		

<p style="text-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 style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
	<p>Comment: 6(f) Land and Water Conservation Fund protections.</p> <p><i>Response: Information on this topic has been added to the document.</i></p> <p><u>Public Transportation Technical Document</u> Comment: Figure 1: I don't understand where the inset is located on the larger map and why it is shown at all.</p> <p><i>Response: Inset has been removed.</i></p> <p><u>Transportation Safety Technical Document</u> Comment: The three rows for "Fatalities", "Serious injuries", and "Non-motorist fatalities and serious injuries" show one digit to the right of the decimal point for all data. These numbers are for individual occurrences for each reporting type. A fractional fatality is not possible. I understand the process whereby these numbers (targets) originated but as a public document, these can't be fractional numbers. Rows 3 and 4 as ratios are fine as fractional numbers.</p> <p><i>Response: The table has been updated.</i></p> <p>Comment: "Ever-increasing vehicle miles of travel, . . ." I thought nation-wide VMT was recently dropping? Is this a VMT related issue or an increase in the number of registered vehicles in both Ada and Canyon counties?</p> <p><i>Response: This is in context of regional (Ada and Canyon Counties) vehicle miles of travel.</i></p> <p>Comment: The second and final paragraph describes access management with a reference to Figure 2. That Figure is at the top of page 8 following Table 4 on page 7 even though Table 4 is referenced in section 11 that is found after section 10. You need to move Figure 2 to immediately follow section 10.</p> <p><i>Response: You are correct that the placement of Figure 2 and Table 4 should be reversed based on where they are referenced in the text. However, they were intentionally placed as they are, as reversing the order made for a very awkward break in the flow of the document.</i></p>		

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Looking at the Compass 2040 Funded and Unfunded plan it does not say when construction will start on Hwy 44/State Street expansion from Star Road to Hwy 16 from two lanes to four lanes. It is listed as a PD project with construction to follow? When can we expect construction to start and any estimated completion date.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The widening of State Highway 44/State Street from Star Road to State Highway 16 from two lanes to four lanes is expected to start the spring of 2023 and conclude the fall of 2023. As plans develop further, this could change; you can track the progress of that project in the Regional Transportation Improvement Program, (http://www.compassidaho.org/prodserv/transimprovement.htm), project key number 20574.</p>	<p>Gary Smith 83669</p>	<p>Email</p>
<p>Overall, I think this plan has far to much funding invested in widening roads. We wouldn't need to be constantly widening roads if we addressed the root issue - there are too many people on the roads because there is not a good alternative. These plans should put equal weight and funding into public transit as they do into road construction.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Proper attention must be paid to alternative transportation. Wider roads just encourage greater traffic and sprawl, not smart growth. We need to encourage people to drive less, proving sufficiency of current roads.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83714</p>	<p>Online comment form</p>
<p>Please please please also look into more public transportation options, as widening our roads and improving intersections isn't the only solution to handling growing traffic numbers. The existing rail corridor needs to be fully explored and utilized to bring people through the city, it is already in place so we are far ahead of where some other cities are</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>An east to west light rail and improved busing options and routes should ultimately be our top priority to reduce roadway demands. However, connectivity of highways are also needed.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83703</p>	<p>Online comment form</p>
<p>The design between Franklin and I84 appears to consume an excessive amount of land for needlessly long and winding interchange pathways. Condense the interchange to I84 and remove or condense the Franklin interchange. Enforce new, global ecommerce tenants in the area to fund portions of this development</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>
<p>Bring in Commuter light rail system</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>it [SH16] would maybe save money over adding lanes to 20/26</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83617</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
I recently moved to the area, from Boise, and am interested in what is happening around me. Please keep me informed.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Vikki Stenberg 83687	Online comment form
The first phase of hwy 16 has already been taken and constructed to chinden(20/26). It is now time for the remaining stretch to I-84 to be completed. Growth has already happened let's lessen the traffic on local roads and get a better infrastructure built.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Doricela Millan-Sotelo 83617	Online comment form
Hwy 16 to I-84 yes yes yes!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Maria Antonia May 83617	Online comment form
Direct access to I84 from hwy 16? Yes please I support.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Mark A Davison 83517	Online comment form
It's hard to imagine what the future will look like, but continuing to support and build for the most inefficient transportation method (personal auto) seems like a "business as usual" approach to the future rather than trying to direct funds toward more sustainable alternatives and re-imagining our transportation landscape.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
I support both of the proposed changes, but particularly the additional funding for Highway 16 right of way acquisition. Thank you	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Bob Taunton	Email

November 15, 2018



COMPASS,
70 NE 2nd Street, Suite 200
Meridian, ID 83642

To whom it may concern:

HWY 20/26: The current 6 lanes to Smeed Parkway most certainly should be continued to at least the Middleton Road intersection, if not further east.

This corridor is experiencing both residential and light industrial growth at a rapid pace. Several large parcels of land are yet to be developed. This points to increasing traffic volumes into the future. The COMPASS Freight Study notes this area as a Primary Freight Cluster and HWY 20/26 (from I-84 to Middleton Road) as a Regional Connector for the truck network.

A 6 lane highway will address critical freight mobility in this expanding light industrial center. Numerous businesses are expanding operations and employment along HWY 20/26. These jobs pay higher than average for Canyon County and contribute greatly to the local economy.

HWY 16 R/W Acquisition: A north-south expressway is a major need and major investment into the transportation network within the Treasure Valley. The HWY 16 route is strategically located to benefit both western Ada County and eastern Canyon County. Purchase of right-of-way before development is critical to secure the route. Congestion on other local roadways will be reduced with the addition of the expressway. Service to the future Amazon distribution center and other light industrial developments can be shared by a new HWY 16 exit off I-84 and the Garrity exit to help spread out traffic impacts.

Gordon Bates, P.E.
Caldwell Chamber of Commerce Transportation Committee Chair
Director of Highways
Golden Gate Highway District No. 3
Ph. (208) 482-6267



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129 • Boise, ID 83707-1129
(208) 334-8000 • itd.idaho.gov

Matt Stoll, Executive Director
Community Planning Association of Southwest Idaho
700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

Matt,
Mr. Stoll,

The Idaho Transportation Department has coordinated a review of the draft Communities in Motion 2040 2.0 Regional Long-Range Transportation Plan by subject matter experts and various planners. ITD has provided technical comments for various sections of the plan and are attached to this letter. The issues that COMPASS addresses and guidance provided in this plan are in line with the Idaho Transportation Department's mission of safety, mobility and economic opportunity. ITD looks forward to future and continued collaboration on transportation planning initiatives.

Kenneth J. Kanownik, AICP
Planning Services Manager, Division of Engineering Services

for
Amy Revis, PE
District Engineer, District 3

CC
Travis McGrath, PE, Chief Operating Officer, Idaho Transportation Department
Blake Rindlisbacher, PE, Administrator, Division of Engineering Services
Cameron Cochems, Senior Transportation Planner, Division of Engineering Services
Maranda OBray, Senior Transportation Planner, Division of Engineering Services
Scott Frey, Transportation Engineer, Federal Highway Administration

Attachments

ITD CIM 2040 2.0 Technical Comments

	Comment	Location	Commenter
	Summary Brochure		
1	Recommend Changing Transit Amenities to Support Infrastructure	Unfunded Transit Projects	Ken Kanownik/Kim McGourty
	DRAFT Financial Plan		
2	Financial Report 07-2012, Last updated/adopted 10/15/12; relying on 2011 data and broken links. ITD adopted the Safety and Capacity Policy to dedicate \$80m per year (talk to Ken about this). Can we find a way to show on the Summary/Introduction/Financial Plan pages to represent [visually] the different pots of money (Federal, State, Local and Transit) and how they fall in line with the listed funded and unfunded projects? Add a row to Table 1 or a footnote?		Maranda Obray
3	However, the Financial Plan does provide the key information from the report for the public to understand and relate to.		Maranda Obray
	DRAFT Prioritization Process for Unfunded Transportation Needs		
4	This figure, plus the second bullet point on the preceding page, doesn't explain if more stars are positive or negative. Is there a cumulative star rating for all combined columns that was not presented? This figure does not communicate an outcome to me.	Page 3, Figure 2	Mark Wasdahl
	DRAFT Active Transportation		
5	Active transportation is defined as a non-motorized form of transportation. But then public transportation is included although it is a motorized form of transportation. Same can be said for electric motorized bikes and scooters. Realistically, this is an antithesis between the POV (personal owned vehicle) and everything else.	Page 1, Introduction	Mark Wasdahl
6	Figures 2 and 3 use the same geometry symbol (circle) for both cyclists and pedestrians. People with visual color recognition deficiencies may be challenged to distinguish between the two. Please continue to use a circle for one of the two and use something else (triangle, square, etc.) for the other one.	Page 4	Mark Wasdahl
7	". . . low-stress pathway network. . ." Is this term defined anywhere in the document or by a weblink?	1st paragraph, page 5	Mark Wasdahl
8	Bike lanes are being identified for Chinden Boulevard, Eagle Road, and State Highway 44. Identified segments include those with high traffic volumes signed for up to 55 miles per hour. Do these really fit the description of a stated "low-stress pathway network"?	Page 7, Table 1	Mark Wasdahl
9	This figure separates the 25.72 mile Union Pacific owned Boise Cutoff from the 9.71 mile City of Boise owned. However, Table 1 on page 7 shows the "Rail with Trail, Boise Spur" as being 32.15 miles. These numbers are not adding up.	Page 8, Figure 5	Mark Wasdahl
10	Separately, isn't there a legal issue with City of Boise owned portion that it could revert to adjacent property owners if it is no longer a rail line? Or was that resolved?	4th paragraph, "First/Last Mile" section, page 9	Mark Wasdahl
11	Stop level boarding/alighting data collection is falsely correlated with a need for automated passenger counters (APC). Prior to APC introduction, transit agencies could choose to collect Section 15 trip length data using short segment surveys as VRT has done (not sure if they are still data complying in this manner). Other agencies chose to survey each entire trip once a reporting year. This complete trip survey data could be used to meet the identified need without relying upon APCs.		
	Draft Demographic and Economic Changes		
12	The acronym, SWOT, is not defined.	Page 3, Let's Work Together	Mark Wasdahl
13	"However, there is reason to believe this trend is changing (Figure 6)." Nothing in Figure 6 challenges Figure 5.	Page 8, last paragraph	Mark Wasdahl
	DRAFT Environmental Considerations and Mitigation Strategies		
14	There is a separation not written here regarding program level planning and project level planning. NEPA is project level. This document is a long range planning document that does not require NEPA. What and how is mitigation accomplished on a planning level? Global comment.	Page 3 Mitigation Strategies	Greg Vitley

15	How is this mitigated on a planning level (3rd bullet Water Quality)	Page 4	Greg Vitley
16	Many agencies do these but does COMPASS require it? I think these are examples of project level mitigation, not program level. From the federal requirements at the top of this section it does not specifically call out a mitigation requirement.	Page 4 (Run Off)	Greg Vitley
17	This is on a project level. COMPASS doesn't have any control over this do they? IE: Are the bullets listed below the resources going to be perscriptive when the plan is approved? What would COMPASS do on a planning level?		
18	Global	Page 4 Wetlands	Greg Vitley
18	This paragraph is an example of a planning level action that can be a road map to during growth.	Page 6 Traffic Noise	Greg Vitley
19	Is this on a local jurisdictions plan? Unfunded projects that are not on comprehensive plans will increase the chances of paying more for the project when it is programmed.	Page 8, Project Map	Greg Vitley
20	6(f) Land and Water Conservation Fund protections.	Insert after Section 4(f) page 9	Greg Vitley
DRAFT Freight			
21	MaaS is the common lexicon when discussing the combination of shared mobility services. Apps are being developed to allow individuals to coordinate/reserve each of the shared mobility services in a single action allowing multimodal transportation for a single trip and all transportation billing consolidated into a single bill at the end of the month.	Page 6 Shared Mobility	Jeff Marker
22	Most experts believe AVs will likely be EVs which will exacerbate the funding challenges with gas tax.	Page 8 Taxations Innovations	Jeff Marker
23	The bullet explanation discusses the increased congestion with the potential for increased traffic associated with better mobility for elderly and disabled, but considering the belief most AVs will be EVs, the issue is congestion not air quality.	Page 10 Potential Disadvantages	Jeff Marker
24	Truck platooning is the commonly accepted terminology for two trucks operating together which leads to the improved fuel efficiency; however, there is also this information side. As an example, the Wyoming DOT has a pilot project on the entire length of I-80 in the state to connect trucks via DSRC so they are aware of weather, construction, crashes and other issues that may hinder their mobility.	Page 12 Connect Freight	Jeff Marker
DRAFT Public Transportation			
25	I don't understand where the inset is located on the larger map and why it is shown at all.	Page 1, Figure 1	Mark Wasdahl
26	Recommend Changing Transit Amentities to Support Infrastrucutre	General Comment	Ken Kanownik/Kim McGourty
DRAFT Transportation Safety			
27	The three rows for "Fatalities", "Serious injuries", and "Non-motorist fatalities and serious injuries" show one digit to the right of the decimal point for all data. These numbers are for individual occurrences for each reporting type. A fractional fatality is not possible. I understand the process whereby these numbers (targets) originated but as a public document, these can't be fractional numbers. Rows 3 and 4 as ratios are fine as fractional numbers.	Page 2, Table 2.	Mark Wasdahl
28	"Ever-increasing vehicle miles of travel, . . ." I thought nation-wide VMT was recently dropping? Is this a VMT related issue or an increase in the number of registered vehicles in both Ada and Canyon counties?	Page 3, 1.0 Aggressive Driving	Mark Wasdahl
29	"CIM 2040 2.0 addresses bicycle and pedestrian safety by . . . prioritizing projects that help complete bicycle and pedestrian networks . . ." Isn't a target on the bicycle side to increase the miles of bicycle facilities that provide a low-stress network (higher Tier rated) per the ACHD Roadways to Bikeways Plan (2018 Addendum)?	Page 5, Section 6, 2nd paragraph	Mark Wasdahl
30	The second and final paragraph describes access management with a reference to Figure 2. That Figure is at the top of page 8 following Table 4 on page 7 even though Table 4 is referenced in section 11 that is found after section 10. You need to move Figure 2 to immediately follow section 10.	Page 6, 10.0 Intersections	Mark Wasdahl

Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: February 14 – 28, 2019

Total number of comments received by COMPASS: 5

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>To whom it may concern</p> <p>The cargo bicycle could be a time saver and would record visual problems so it is a good investment. Hopefully you could make it available to other transportation departments in the valley who could make good use of it.</p> <p>The removal of the Meridian bike path while regrettable does seem to have an excessive cost and that much money can be better used elsewhere.</p> <p>Thank You Hubert Osborne Nampa</p>	<p>Mr. Osborne:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and City of Meridian.</p> <p>Toni G. Tisdale Principal Planner</p> <p>—</p> <p>Thank you so much for your comment re: Meridian’s Five Mile Creek Pathway (from Ten Mile to Black Cat) and its removal from the TAP funding program.</p> <p>I just wanted to clarify that this remains a priority pathway segment for the City. It is still part of our master plan and will still get constructed. Removing it from the TAP program simply means that we will construct via other (local) funding sources. Timing for implementation will be roughly the same – or perhaps even sooner.</p> <p>Again, we appreciate your taking the time to provide input.</p> <p>Sincerely, Kim Warren (City of Meridian)</p>	<p>Hubert Osborne Nampa</p>	<p>Email</p>
<p>Toni, I looked at these proposed amendments and they both look like good additions to the TIP. Thanks Susan</p> <p>Susan Bradley</p>	<p>Hi Susan:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Susan Bradley Idaho Commission on Aging 83702</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>
<p>Compass,</p> <p>My concern is that in Star major developments are in process and we have yet to see a long range Regional Transportation impact study. Every new project in the Valley impacts the other yet we seem focused on one development at a time. The Up Stream/Down Stream impact is not taken into consideration.</p> <p>I believe we need to take a breather and step back and look at the big picture.</p> <p>The other concern is developing a plan and holding to it. It seem we leave the planning table and the next big development of business comes to the valley and all the plans go out the door. Look at Eagle Road. Their solution was to add more cuts. I grew up on Long Island in the 50s and 60s and even with the The Long Island Expressway, the Northern State Parkway and the Southern State Parkway they were bumper to bumper most of the day. Long Island a gem of open farms and suburbs became 200 miles of congestion and so packed you could walk roof top to roof top. They also have the Long Island Rail Road that ran the full length of Long Island from Manhattan to Montauk for commuters and still they could not keep up.</p> <p>I also lived in CA for 13 years and watched as they taxed their citizens out of their homes - Prop 13. Now 52 % of the /people in CA want to leave.</p> <p>Growth can be managed better or your legacy will be the same as CA, NY and other communities that let growth bulldoze their way across their communities.</p> <p>Thank you for asking. I look forward to your reply.</p> <p>Gary Smith</p> <p>— Yes – You may include my comments.</p> <p>Gary Smith</p>	<p>Mr. Smith:</p> <p>Thank you for your comments. We are in the middle of a public comment period for amendments to the FY2019-2023 Regional Transportation Improvement Program. I was not certain if your comments were in response to that call for public comment. Please verify if you intended for your comments to be included in this process. If so, we will include your comments with other comments from that process to the COMPASS Board of Directors.</p> <p>Our area is experiencing tremendous growth, which will also create a noticeable strain on our transportation system, especially if additional funding is not obtained.</p> <p>The COMPASS Board of Directors approved Communities in Motion (CIM) 2040 2.0, the update to our regional long-range transportation plan, in December 2018. CIM 2040 2.0 includes a vision for growth. COMPASS staff analyzes proposals for large developments through our Development Review Checklists, to compare how they align with the vision and goals of CIM 2040 2.0. These are provided to cities and counties for information during their approval processes.</p> <p>COMPASS staff is already working to scope a major update to the long-range transportation plan, which is expected to be complete by December 2022. This fall, we will embark on a large effort to engage our members, as well as the public, to develop growth and transportation assumptions as a basis for the update.</p> <p>We appreciate your comments and hope you will be involved in future planning activities.</p> <p>Toni G. Tisdale</p>	<p>Gary Smith</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Toni,</p> <p>I support the proposed amendments to the FY2019-2023 Regional Transportation Improvement Program (TIP).</p> <p>Thanks for all you do!</p> <p>Michael Keyes Star City Council, Seat #3</p>	<p>Councilman Keyes:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Michael Keyes Star City Council, Seat #3</p>	<p>Email</p>
<p>I don't have any problems with the projects. However, I would like to make a recommendation for you to pass along to ACHD.</p> <ol style="list-style-type: none"> 1. Consider installing right-hand turn lanes to facilitate through traffic on major and minor arterials where widening projects are not planned. Some examples would be: southbound Locust Grove at Franklin; westbound Ustick at Locust Grove; westbound Fairview at Hickory; westbound Overland at Locust Grove. 2. Suggest that signal timing at intersections with major/minor arterials with major collectors be retimed to require collectors a longer waiting time. This will allow arterial traffic more flow time without repeated stopping. Examples include Ustick & Centrepoint, Locust Grove & Chateau). Pine at Locust Grove has a much longer wait time than Centrepoint and Chateau. 3. Suggest that signal timing at the Locust Grove/Franklin intersection be readjusted to allow southbound Locust Grove through traffic to move prior to the left turn signal sequence. With the restricted bollards to the southbound left turn bays, it often takes at least two signal sequences before through traffic moves forward enough for left turners to gain access. <p>Thanks for this opportunity to comment.</p> <p>Patricia Matthews</p>	<p>Ms. Matthews:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and ACHD.</p> <p>Toni G. Tisdale</p>	<p>Patricia Matthews</p>	<p>Email</p>

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Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: April 1-15, 2019

Total number of comments received by COMPASS: 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>Ms. Tisdale,</p> <p>I support the proposed TIP amendment to change the scope of work and termini for the roadway rehabilitation project on Old Highway 30 in Canyon County.</p> <p>Arlene McCarthy Eagle, ID</p>	<p>Ms. McCarthy:</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>83616 Arlene McCarthy Eagle, ID</p>	Email
<p>It is great to hear that the state recognizes the safety hazards on this highway. As a truck driver for a local farmer, I can tell you that there are numerous close calls between trucks, tractors and cars. The area still has a large agricultural presence as well as a big increase in residential traffic. This last fall (2018) there was a fatality at Goodson and HY 30. The woman, who died there, was trying to beat on come traffic coming from one direction and didn't see the car coming the other way. With widening the road and turn lanes, the out come could have been different. But you also can't plan for the none thinkers.</p> <p>Robert Thacker</p>	<p>Mr. Thacker:</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Robert Thacker</p>	Email

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>A bypass for I-84 should be built from west of Caldwell to south of Gowen Road — south of Lake Hazel and Columbia; maybe as far south as Deer Flat. This road should run through the middle of the section along a new alignment, instead of following an existing road. This would help with right of way, as things are not as developed when they aren't along existing roads. Call this new road I-284. When State Highway 16 is completed, it should be divided highway and extend to this I-284 bypass to allow for a north/south connection through the valley. Eagle Road, 12th Avenue South in Nampa, and Simplot Boulevard could also connect to the bypass. This would provide a detour route for I-84 and allow through traffic to avoid I-84, thus reducing gridlock, especially during rush hour. We might be able to get federal funding to pay for it, especially if the economy crashes again.</p> <p>We need to have plans that are “shovel ready” to be prepared in case federal funding becomes available so that we are able to act quickly — whether for a bypass project or something else so we're ready to spend it if it comes our way.</p> <p>We need to build roads with the potential to expand many years into the future so we're not as far behind as we have been.</p>	<p>Thank you for your comments. We will share them with the COMPASS Board of Directors.</p>	<p>John</p>	<p>Phone</p>

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Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: May 1-15, 2019

Total number of comments received by COMPASS: 6

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
East/west routes are extremely important, especially south of the Interstate, given growth in the area. Consider adding or expanding these from Caldwell to Gowen – maybe Amity.	Thank you for your comments. We will share them with the COMPASS Board of Directors.	Jim Franklin Urban Geographer	Phone
Hi, I think that there should be bicycle specific road ways that are separated from vehicular traffic with a barrier, with clear markings and at least 13 feet wide. There should also be covered bicycle parking outside of all of the new offices built. Bicycle transport should be able to be safe and protected so that all of your employees have the freedom to choose a healthier transportation option. Thanks for your work on transportation!	Ms. DeHaas: Thank you for your comments! We will share them with the COMPASS Board of Directors. Toni G. Tisdale	Larissa DeHaas	Email
Please consider a bypass as a fix to the congestion issues.	Thank you for your comments. We will share them with the COMPASS Board of Directors.	Lawrence Alice	Phone
To whom it may concern, I would like to register my support for the proposed amendment to the TIP to add fund downtown Nampa walk-bike-transit improvements. Improving transportation options and increasing ridership in this part of the Treasure Valley is key to helping our region cope with unprecedented population growth. Thanks for your time.	Mr. Schweitzer-Gaslin: Thank you for your comments! We will share them with the COMPASS Board of Directors. Toni G. Tisdale	Ethan Schweitzer- Gaslin	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>I must have signed up somewhere to get email pings to provide public comment on various themes. I am not commenting on the proposed changes, but have some general commentary.</p> <p>I commute between Caldwell and Boise daily. I have watched over the last 20 years that US highway 20/26 just plain gets worse and worse over time with traffic. Yet it primarily is still the same 2 lane road. Where it is widened (in Ada County) hasn't improved either. It is not keeping up with the times. The only solutions seem to add more stop lights. Each stop light, on average adds 5 minutes to my commute.</p> <p>As an aside, it seems like the side roads, except at peak demands, end up having the same priority as the highway. The tuning is not so good at times, where the highway is backed up, sometimes for miles, to allow a lone cars here and there to enter from a side road. I think a real study can be done, or minimally, keep the highway running like a highway as much as possible.</p> <p>I would love it if highways could remain highways. Somehow we need to retain arteries in the traffic flow. Highways don't have stoplights, in my definition here. I know that is an easy thing to say, and less easy to execute. I put it out there as a challenge. Maybe we need to get better at building bridges and overpasses. Or turnabouts. Something other than stoplights. Maybe more 1-ways. How do we keep highways, highways.</p>	<p>Mr. Jensen:</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Troy Jensen</p>	<p>Email</p>
<p>Public Comment on 19380a Transit – Nampa Transit Oriented Development, Design and Property, TVT</p> <p>I would like to know if Valley Ride or TVT (are those two different entities?) are planning to work with the Nampa Bike Walk commission to implement transit linkages.</p> <p>Also, if this is the Paul's building which is being used, It might be a little too far outside of the downtown core to be effective.</p> <p>It would be nice to have a transit center closer to downtown. .. at least on the same side of the tracks.</p> <p>-- Mark</p>	<p>Mr. Pemble:</p> <p>Thank you for your comments! We will share them (as well as the response below) with the COMPASS Board of Directors.</p> <p>I reached out to Treasure Valley Transit (TVT) regarding your questions. Here is the response from their Executive Director:</p> <p>Treasure Valley Transit, Inc. is a private non-profit company and not affiliated with ValleyRide. TVT operates Non-Emergency Medical Transportation in Canyon County. In addition to our Canyon County Service we operate in three different rural counties: Elmore, Payette and Valley. TVT has been located in Nampa since 1995 and have outgrown our current facility at 1136 W. Finch Drive. We</p>	<p>Mark Pemble</p>	<p>Email</p> <p align="right">256</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
	<p>would gladly partner with the Nampa, Bike and Walk commission to implement transit linkages from our planned facility. Our location is currently along the ValleyRide bus routes for the City of Nampa.</p> <p>The location of the St. Paul's property was selected through a prioritization process of 8 different options [inserted for clarity: the Old St. Paul's Catholic Church property located at 1515 8th Street South, Nampa – one-half the block that includes the administrative offices and parking lot]. This process was led by the transit authority (ValleyRide) which is a federal requirement. TVT is often confused with ValleyRide. ValleyRide has their transit center located on the Boulevard between the cities of Nampa and Caldwell.</p> <p>Based on the type of transportation services that TVT provides we chose to be next to the senior housing that is currently being built. In addition, the St. Paul's property is planning a "Campus of Care" on the property that is currently housing the school. (The school is moving to a new location.) TVT will be the anchor of the different services to be provided there.</p> <p>Toni G. Tisdale</p>		

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Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: May 28 – June 11, 2019

Total number of comments received by COMPASS: 6

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>There needs to be some sort of walking, biking path between Middleton and Midland along Greenhurst. I see people quite often swerve around walkers, joggers and bicycles. It's an accident waiting to happen. Thanks.</p>	<p>Mr. Clark:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>Fred Clark City of Nampa</p>	<p>Email</p>
<p>Dear Daniel,</p> <p>I am writing today to express my support for the Boise Green Bike program. I've been a member of the bike share program for a few years, and find the service invaluable. Bike share has become the most convenient transportation mode for the short trips I make during the day. I am not interested in using the e-scooter program, since it is "for-profit" and not well-maintained. I think the bike share provides a service that enhances our transportation options rather than clutters and confuses.</p> <p>There is no doubt that changes in technology will necessitate changes to the program. It is my sincere hope that my tax dollars will support this change and ensure the bike share program's continued operational success. As a life-long Treasure Valley resident, I'm proud of the work Valley Regional Transit has done to meet the needs of our growing population. The bike share program is one valuable tool that I can use to improve mobility in and around Boise- especially downtown.</p> <p>I understand that the purchase order should not be completed as written because the technology infrastructure is not compliant with equipment requested. However, I do not wish the funding to be diverted. Please earmark or save the funds already approved so they may be accessed by the bike share system operator in the future once alternative methods are identified.</p> <p>Thank you.</p>	<p>Ms. Keating,</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Daniel E. Hernandez Assistant Planner</p>	<p>Morgan Keating</p>	<p>Email</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>I agree with both deletions</p>	<p>Mr. McOmber,</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Thank you,</p> <p>Hailey Townsend Communication Assistant</p>	<p>Mac McOmber</p>	<p>Email</p>
<p>Thank you for being on top of these issues. I'm very much in agreement with your recommendations for these two expenditures. It seems to me that to continue would be a waste of money which would just have to be repeated in the near future.</p>	<p>Mr. Shurtleff:</p> <p>Thank you for your comments! They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>David Shurtleff Shurtleff Architects, PLLC</p>	<p>Email</p>
<p>Hi I read the project descriptions and seems that not doing them is responsible. Thanks. I support use of bikes, ride sharing and walking. Please exert control on scooters! Seems dangerous to have scooters on sidewalks or streets. No helmets? Cut speeds.</p>	<p>Ms. Brudenell:</p> <p>Thank you for your comments! They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>Ingrid Brudenell</p>	<p>Email</p>
<p>Ms. Tisdale,</p> <p>I am disappointed to hear that ACHD has decided to remove the ITS Advanced Signalization project (Key 22100) from the TIP.</p> <p>While I was at ACHD, I was involved in writing this project application and to my knowledge there were "no faulty assumptions" in the project application as stated by ACHD.</p> <p>All of the information in the application was based on facts provided to ACHD by the Utah Department of Transportation (UDOT) and several radar detection vendors. UDOT has installed new Advanced Traffic Controllers and new radar detection equipment at over 1,200 signalized intersections in the state of Utah the past several years.</p> <p>UDOT has provided the overall benefit results from these deployments on their webpage and in many technical reports and presentations. In a report by UDOT that came out last week, UDOT stated "with this new technology, only 1 in 4 vehicles now stop for a red light at any intersection in the state of Utah."</p> <p>The benefits of this technology help all vehicles including freight vehicles on the roadway system.</p>	<p>Mr. Larsen:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and ACHD.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>Jim Larsen Rocky Mountain ITS Chapter President Nampa, ID</p>	<p>Email</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>The technology in this grant application would specifically give additional green time to freight vehicles based on the trucks speed and distance from the intersection as an additional safety benefit. ACHD contacted two radar vendors who verified their radar technology could distinguish a freight vehicle from a car and thus relay this information to the new advanced signal controller which would then extend an existing green light.</p> <p>ACHD staff spoke to and met with UDOT staff several times during this application process to make sure information in this application was accurate. There were "no assumptions" in this application, just facts from previous implementations.</p> <p>I gave several presentations on this grant application project to ITD's Freight advisory team with nothing but positive feedback and strong support for its implementation.</p> <p>Technology should always continue to improve and never stay stagnant and this is very disappointing to see ACHD drop this project.</p> <p>The bigger disappointment was to see that ACHD also dropped the SMART Arterial Management project (Key 20782) that was awarded by FHWA and was only 1 of 10 awards across the US. This deletion was also based on "faulty assumptions" which again that proposal was based on facts and no assumptions. That proposal took over 5 months to write by a combination of ACHD and COMPASS staff.</p> <p>By cancelling both of these projects ACHD will have a hard time getting any further technology grants from FHWA or ITD.</p> <p>A big missed opportunity.</p>			

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Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: June 17, 2019 through July 1, 2019

Total number of comments received by COMPASS: 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>If the only change is to eliminate the roundabouts and park-&-ride at CWI, then keep the project. The park-&-ride lots seem to be more and more popular for the growing number of commuters going between the towns in the Treasure Valley.</p> <p>If the change would replace this project with another, I would like to know what you are considering.</p>	<p>Ms. Bithell:</p> <p>Thank you for your comments! They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>To clarify, the roundabout and park-and-ride lot will remain at the College of Western Idaho; however, the project that would <i>improve</i> them is being removed. Please also see the response below from staff at Valley Regional Transit.</p> <p>Toni Tisdale Principal Planner</p> <p>***</p> <p>The funding will be re-allocated to the City of Nampa bike and pedestrian projects. Since the FY14 funds are lapsing and CWI is unable to use them at this time, VRT must obligate them to another project before the fiscal year ends (September 30, 2019) or we will lose the FY14 FTA federal funding altogether (\$551,000). CWI sees the need for these improvements and plans in the next couple of years to apply for funding in the future to complete the roundabout project.</p> <p>Thanks. Kelly Jakovac Grants and Compliance Administrator Valley Regional Transit</p>	<p>DeAnne Bithell, Boise</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I do believe the need for Valley Ride Transportation far outweighs changes to accommodate CWI. More people would benefit from the use of ridership than the changes to CWI.</p>	<p>Good morning Mr. Durning,</p> <p>Thank you for your comments! They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>Hailey Townsend Communication Assistant</p>	<p>Mike Durning</p>	<p>Email</p>
<p>What are the projects that have been put on hold for this "Round-a-bout for the College of Western Idaho?"</p>	<p>Good morning Ms. Shiffer,</p> <p>Thank you for your comments! They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>CWI had plans to design and construct the approach and entry road for the College of Western Idaho's park and ride located at Selland Way and Terra Linda Way. This has been postponed until a later date due to CWI not being ready to move forward with the project and federal requirements at this time.</p> <p>Hailey Townsend Communication Assistant</p>	<p>Barbara Shiffer 83642</p>	<p>Email</p>

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