



Working together to plan for the future

FY2021-2027 Regional Transportation Improvement Program

Report No. 01-2021

Adopted by the COMPASS Board of Directors on October 19, 2020
Resolution No. 03-2021

Amended: November 10, 2020, December 21, 2020, February 22, 2021, March 9, 2021, April 13, 2021, June 21, 2021, August 16, 2021, and October 18, 2021.

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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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Working together to plan for the future

RESOLUTION NO. 3-2021

**FOR THE PURPOSE OF APPROVING THE
FY2021-2027 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 14 and September 14, 2020, 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 FY2021-2027 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 FY2021-2027 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

Adopted this 19th day of October 2020.

By: 
Elaine Clegg, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

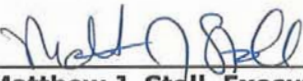
By: 
Matthew J. Stoll, Executive Director
Community Planning Association
of Southwest Idaho

Table of Contents

IN A NUTSHELL.....	1
INTRODUCTION.....	2
I. INFLATION FACTORS.....	5
II. PUBLIC OUTREACH EFFORTS.....	6
III. PROJECT SELECTION	10
IV. CONGESTION MANAGEMENT PROCESS	11
V. TIP ACHIEVEMENT	22
VI. AIR QUALITY CONFORMITY	45
VII. REGIONALLY SIGNIFICANT PROJECTS	46
VIII. LOCAL PLANNING ACTIVITIES.....	46
IX. FINANCIAL CONSTRAINT	47
X. PROGRAM FUNDING ALLOCATIONS	62
APPENDIX A: LIST OF PROJECTS.....	63
APPENDIX B: FUNDING TYPES AND ACRONYMS	168
APPENDIX C: PUBLIC COMMENTS.....	175
APPENDIX D: PERFORMANCE MEASURE ANALYSIS	260
APPENDIX E: HISTORICAL AND PROJECTED BUDGET DATA	274
APPENDIX F: PRIOR YEAR PROJECTS.....	285

List of Tables

Table 1: Projects in the FY2021-2027 TIP by CMP Strategy (as of September 2020)*	17
Table 2: Progress on the Active Transportation System.....	21
Table 3: TIP Achievement Categories	22
Table 4: Criteria for TIP Achievement Categories	23
Table 5: Analysis of TIP Achievement (as of September 2020).....	25
Table 6: Federal Performance Measures.....	26
Table 7: Idaho Statewide Safety Targets, approved December 2019	27
Table 8: Analysis of Safety Projects in the FY2021-2027 TIP (as of September 2020)	27
Table 9: VRT - Transit Asset Management Targets	32
Table 10: Analysis of Transit Asset Management Projects, FY2021-2024 (as of September 2020)	33
Table 11: FY2018 and FY2019 Pavement Conditions and FY2022 Targets.....	34
Table 12: Analysis of Projects that Improve Pavement Condition on the NHS, FY2021-2025 (as of September 2020).....	36
Table 13: FY2018 and FY2019 Bridge Conditions and FY2022 Targets.....	37
Table 14: Analysis of Projects that Improve Bridge Condition on the NHS, in the FY2021-2027 TIP (as of September 2020)	38

Table 15: FY2018 and FY2019 Level of Travel Time Reliability and FY2022 Targets	39
Table 16: Analysis of Projects that Improve Travel Time Reliability on the NHS in the FY2021-2027 TIP (as of September 2020).....	41
Table 17: FY2017 and FY2019 Truck Travel Time Reliability and FY2018 Target ...	42
Table 18: Truck Travel Time Reliability (TTTR) Index Example	44
Table 19: Analysis of Projects that Improve Truck Travel Time Reliability on the Interstate in the FY2021-2027 TIP (as of September 2020)	44
Table 20: ITD FY2021 Appropriations	51
Table 21: ITD Highway User Revenue - FY2021	52
Table 22: Available Funding* with Match vs. Programmed Projects DRAFT FY2021-2027 Idaho Transportation Investment Program.....	53
Table 23: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2019	55
Table 24: Total Disbursements for Agencies with Roadway Jurisdiction, FY2019...	56
Table 25: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2019	57
Table 26: VRT FY2021 Budget Summary by Budget Area	59
Table 27: COMPASS Region Available vs. Programmed Funding (as of September 2020)	61
Table 28: Share of Project Costs Allocated by Type of Project (as of September 2020)	62
Table 29: Funding Sources and Uses	169
Table 30: General Acronyms and Terms Used in the TIP	173
Table 31: Crash Events by Severity and Vehicle Types Involved, NHS-State Project Limits, 2015-2019	267
Table 32: Crash Events by Severity and Vehicle Types Involved, Interstate Project Limits, 2015-2019	267
Table 33: Summary of Benefit-Cost Analysis	268
Table 34: Description of BCA Analysis of NHS-State Projects	269
Table 35: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2015	275
Table 36: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2016	276
Table 37: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2017	277
Table 38: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018	278
Table 39: Projected – Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2020	279
Table 40: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021	280
Table 41: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022	280
Table 42: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023	281

Table 43: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024	281
Table 44: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025	282
Table 45: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2015-2019.....	282
Table 46: Projected - VRT Revenues and Expenses, FY2021 through FY2025.....	283

List of Figures

Figure 1: COMPASS Planning Area.....	3
Figure 2: Northern Ada County Air Quality Maintenance Area.....	4
Figure 3: COMPASS Virtual Open House	7
Figure 4: Newspaper Advertisement	7
Figure 5: Public Comment Demographic Data	9
Figure 6: Top Ten Congested Tier 1 Network Segments Greater than Half a Mile (Peak period maximum, 2019)	12
Figure 7: Level of Travel Time Reliability (2019)	13
Figure 8: ACHD's Complete Street Policy.....	15
Figure 9: 2017 Interstate and Non-Interstate Pavement Condition, NHS	34
Figure 10: Pavement Asset Management Cycle (graphic from David Hein, PE, ARA, used with permission)	35
Figure 11: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure website	39
Figure 12: Sample Improvements in Average Travel Times, from FHWA's Performance Measure website	40
Figure 13: 2019 NHS Level of Travel Time Reliability	41
Figure 14: 2019 Truck Travel Time Reliability on the Interstate	43
Figure 15: NHS-State System Capital Projects	261
Figure 16: Vehicle Hours of Travel, Average Weekday, Overall System	262
Figure 17: Congested Vehicle Miles of Travel, Average Weekday, Overall System.....	263
Figure 18: Vehicle Miles of Travel, Average Weekday, Overall System	263
Figure 19: Vehicle Hours of Travel, Average Weekday, NHS-State Project Limits.....	263
Figure 20: Congested Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits.....	264
Figure 21: Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits.....	264
Figure 22: 2025 Travel Time Savings with NHS-State Projects, Morning Commute	265
Figure 23: 2040 Travel Time Savings with NHS-State Projects, Morning Commute	265
Figure 24: 2025 Travel Time Savings with NHS-State Projects, Afternoon Commute	265
Figure 25: 2040 Travel Time Savings with NHS-State Projects, Afternoon Commute	266
Figure 26: Location of Fatal and Injury Crashes, 2015-2019 on the NHS-State Project Limits.....	266

Figure 27: Interstate Project Segments	271
Figure 28: Vehicle Hours of Travel, Average Weekday, NHS Interstate Project Limits	272
Figure 29: Congested Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits.....	272
Figure 30: Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits	272

IN A NUTSHELL

TOTAL BUDGETED FOR TRANSPORTATION IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

TOTAL BUDGETED OVER SEVEN YEARS

\$828,682,000*

*INFLATED COSTS



More information available starting on page 22.

INTRODUCTION

A regional Transportation Improvement Program (TIP) is a short-range (seven-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 Idaho 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 Boise Urbanized Area Transportation Management Area (TMA) and the Nampa Urbanized Area. 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, Idaho Department of Environmental Quality, 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 2.0](#)¹ (CIM 2040 2.0). The COMPASS Board of Directors adopted CIM 2040 2.0 on December 17, 2018.

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](#)² by the end of each calendar year.

This document includes all federally and state-funded projects and those non-federally funded projects deemed "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. The smoothed urbanized area boundaries for the Boise and Nampa Urbanized Areas were adopted by the COMPASS Board of Directors, via Resolution 15-2013, on August 19, 2013. COMPASS' planning area includes all of Ada and Canyon Counties (Figure 1), an area broadly referred to as the "Treasure Valley."

¹ *Communities in Motion 2040 2.0*: <http://compassidaho.org/CIM2040-2.0/>

² Annual Listing of Projects:

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

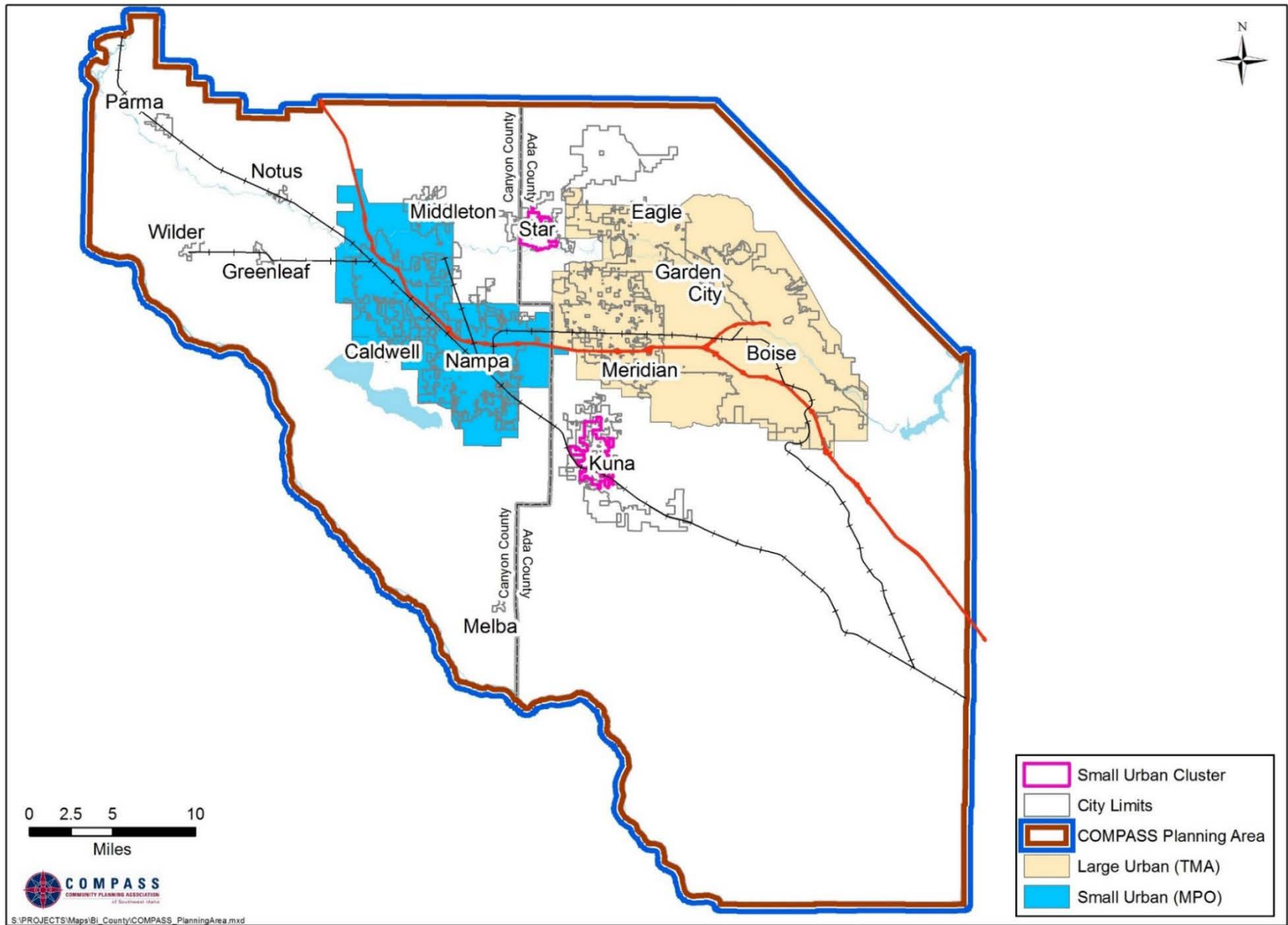


Figure 1: COMPASS Planning Area

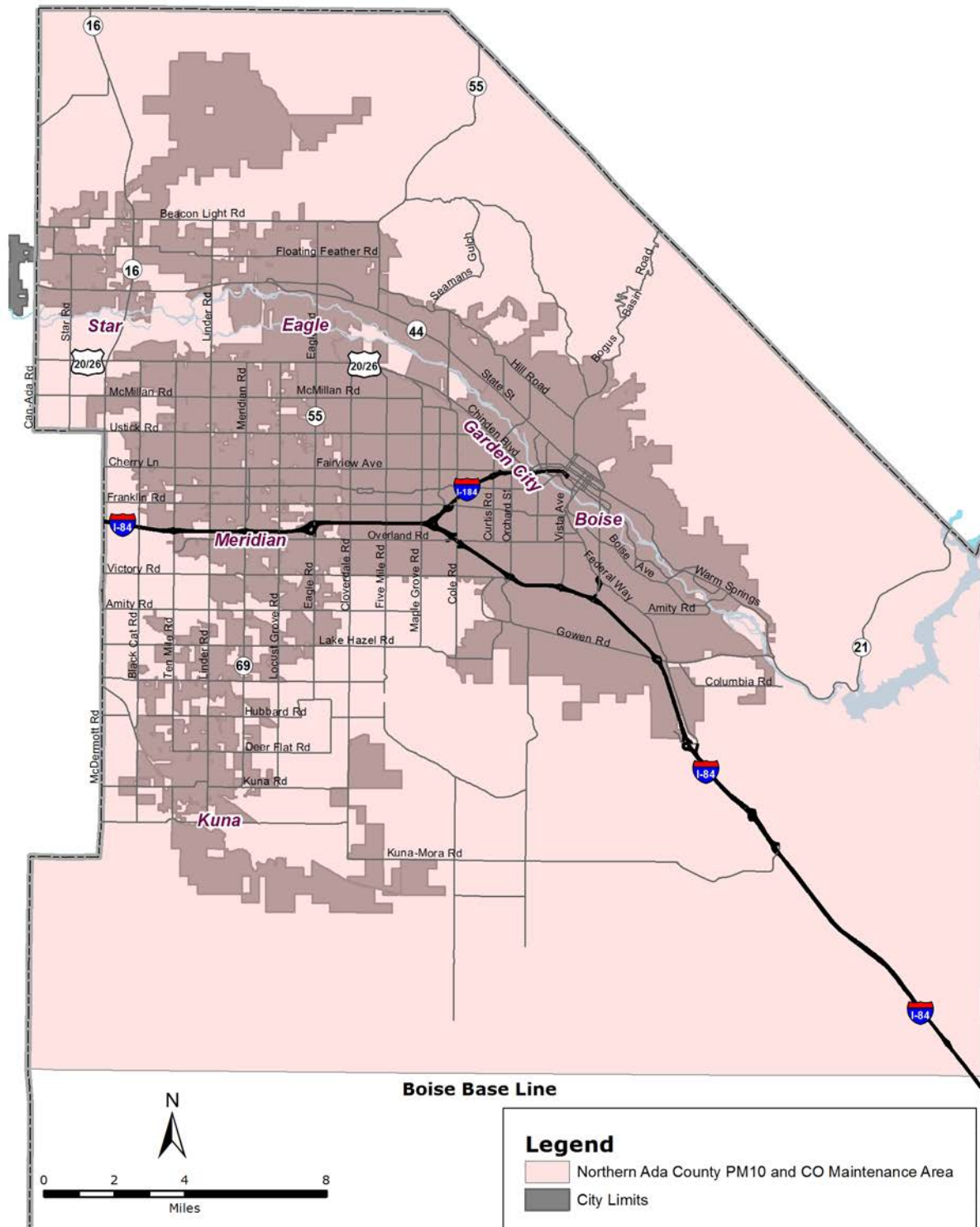


Figure 2: Northern Ada County Air Quality Maintenance Area

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 standards 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. COMPASS must show that the projects contained in this TIP “conform” to these plans – a process referred to as an “air quality conformity demonstration.” This is discussed in more detail in Section VI. The Ada County air quality “maintenance area” encompasses the entire area of Ada County north of the Boise Baseline (Figure 2) (above), which is an imaginary line located seven miles south of the City of Kuna.

This report includes more detail in the following appendices:

- **APPENDIX A – LIST OF PROJECTS**, provides a detailed list of projects that are funded with federal or state funds, or considered “regionally significant,” no matter the funding source.
- **APPENDIX B – FUNDING TYPES AND ACRONYMS**, provides a way to decipher transportation and federal jargon.
- **APPENDIX C – PUBLIC COMMENTS**, provides verbatim comments received on the project list, as well as any amendments that require a public comment period.
- **APPENDIX D – PERFORMANCE MEASURE ANALYSIS**, provides in-depth analysis, using modeling tools, to explain how projects in the TIP will affect the transportation system.
- **APPENDIX E – HISTORICAL AND PROJECTED BUDGET DATA**, provides additional information about transportation agency budgets.
- **APPENDIX F – PRIOR YEAR PROJECTS**, provides a list of projects that are still active, but no longer have budgeted funds. Projects could still need additional funding or release excess funding throughout the life of this program.

I. INFLATION FACTORS

The Federal Highway Administration (FHWA) requires all reporting documents show project costs in the year of expenditure. This means project costs must be shown with inflationary factors expected by the year funds will be expended.

COMPASS also maintains a project list for balancing purposes in “current dollar format,” meaning the costs are not inflated. This format is posted on the [TIP web page](#)³ and is the project list most typically 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.

³ TIP web page: <https://www.compassidaho.org/prodserv/transimprovement.htm>

II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP update 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](#)⁴).

The COMPASS Public Participation Plan specifically outlines the public involvement process for the TIP on pages 11 – 13.

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 2019.

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, and recommended a list of projects to be funded 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 and federal performance measure targets.

30-Day Public Comment Period. Public comment on the draft FY2021-2027 TIP project list was solicited from August 14 through September 14, 2020. The public comment period was promoted through the COMPASS [website](#)⁵, COMPASS social media accounts, online community calendars, a news release, newspaper advertisements, legal notices, email blasts, and postcards.

In addition to the TIP and associated air quality conformity demonstration, public comments on a proposed amendment to *Communities in Motion 2040 2.0*, the regional long-range transportation plan for Ada and Canyon Counties, were also solicited during the comment period.

COMPASS website. All draft TIP materials were available on the [“Comments and Questions” webpage](#)⁶ from August 14 through September 14, 2020.

Public comment materials posted online included detailed and basic project lists, a “major changes” list, the draft air quality conformity demonstration (see Section VI), and interactive map of projects contained in the TIP, a TIP brochure, and fact

⁴ COMPASS *Integrated Communication Plan*:

http://www.compassidaho.org/documents/comm/FINAL_2018_COMPASS_Integrated_Communication_Plan.pdf

⁵ COMPASS website: www.compassidaho.org

⁶ COMPASS “Comments and Questions”:

<http://www.compassidaho.org/comm/comments.htm>

sheets related to air quality conformity and understanding the TIP. Comment forms and information on how and where to comment, including information on open houses, were also posted online.

Open House. COMPASS hosted two virtual open houses: Wednesday, August 26, 2020, starting at noon and again at 6:30 p.m. using Facebook Live (Figure 3). COMPASS staff provided an overview of the TIP, and representatives from ACHD, ITD, and VRT gave brief presentations on projects in the TIP that are managed by their agencies.



Figure 3: COMPASS Virtual Open House

Legal Notice. COMPASS published a legal notice for the TIP public comment period in the *Idaho Statesman* and the *Idaho Press* on four dates: August 14, August 17 (*Idaho Statesman* only), August 18, and August 19 (*Idaho Press* only), 2020.

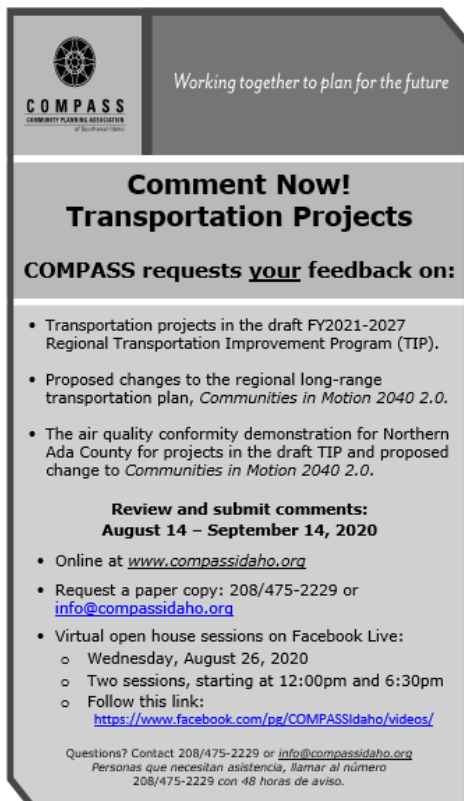


Figure 4: Newspaper Advertisement

Display Advertisements. Display advertisements (Figure 4) promoting the public comment period and open house (as appropriate) appeared in:

- *Idaho Statesman*: August 14, August 24, and August 28, 2020
- *Idaho Press*: August 14, August 25, and September 8, 2020
- *Kuna Melba News*: August 19, September 2, and September 9, 2020
- *Meridian Press*: August 14, September 4, and September 11, 2020

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

News Release. COMPASS distributed 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 14, 2020. One [news article](#) (KIVI⁷, August 14, 2020) resulted from the news release.

⁷ News article (reposted on COMPASS website):

<https://www.compassidaho.org/documents/comm/articles/2020/CommentonTIP.pdf>

Email and Mail. COMPASS sent four emails to 2,735 people publicizing the TIP public comment period. COMPASS mailed 20 postcards on August 13, 2020, to interested individuals who prefer to be contacted via US Mail.

Flyer. COMPASS created a flyer ([English](#)⁸ and [Spanish](#)⁹) advertising the TIP public comment period and open house. Additionally, COMPASS requested that committee, workgroup, and agency members post flyers on their websites and other public locations in their jurisdictions.

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

- [Facebook](#)¹⁰: COMPASS posted information about the public comment period nine times from August 14 – September 14, 2020. These Facebook posts resulted in a total audience reach of 2,232 and 160 engagements.
- [Twitter](#)¹¹: COMPASS tweeted information about the public comment period 17 times from August 14 – September 12, 2020. These tweets resulted in a total of 1,042 viewer impressions and 16 engagements.
- [Instagram](#)¹²: COMPASS posted information about the public comment period five times from August 14 – September 14, 2020. These posts resulted in 332 engagements.
- Nextdoor: COMPASS sent information about the public comment period to six member agencies to post on their Nextdoor accounts on August 14, 2020.

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:

- *Boise Weekly* online calendar
- *Idaho Business Review* online calendar
- *Idaho Press* online calendar
- *Idaho Statesman* online calendar
- Meridian Chamber of Commerce online calendar
- Nampa Chamber of Commerce online calendar
- www.boiseevents.net
- www.idahocalendar.com
- www.ktvb.com

⁸ Flyer (English):

<http://www.compassidaho.org/documents/prodserv/trans/FY20/SummerPubComm/TIPFlyerFY2021.pdf>

⁹ Flyer (Spanish):

http://www.compassidaho.org/documents/prodserv/trans/FY20/SummerPubComm/TIPFlyerFY2021_Spanish.pdf

¹⁰ Facebook: www.facebook.com/compassidaho

¹¹ Twitter: www.mobile.twitter.com/COMPASSIdaho

¹² Instagram: www.instagram.com/compassidaho/

Brochure. COMPASS staff updated a brochure explaining the TIP; the [English](#)¹³ and [Spanish](#)¹⁴ versions were posted on the COMPASS website.

Spanish Translation. COMPASS translated the public comment flyer, TIP brochure, and the TIP comment form (hard copy and online) into Spanish. In addition, the COMPASS website has a Spanish translation option, allowing for translation of all web content.

Comments Received. The public was encouraged to submit written comments throughout the public comment period. Comments were accepted via email, letter, fax, or hard copy or online comment forms. Assistance was offered to those unable to submit comments in writing. Sixty public comments were received (see Appendix C). Figure 5 shows the demographic data collected from public comment forms submitted to COMPASS.

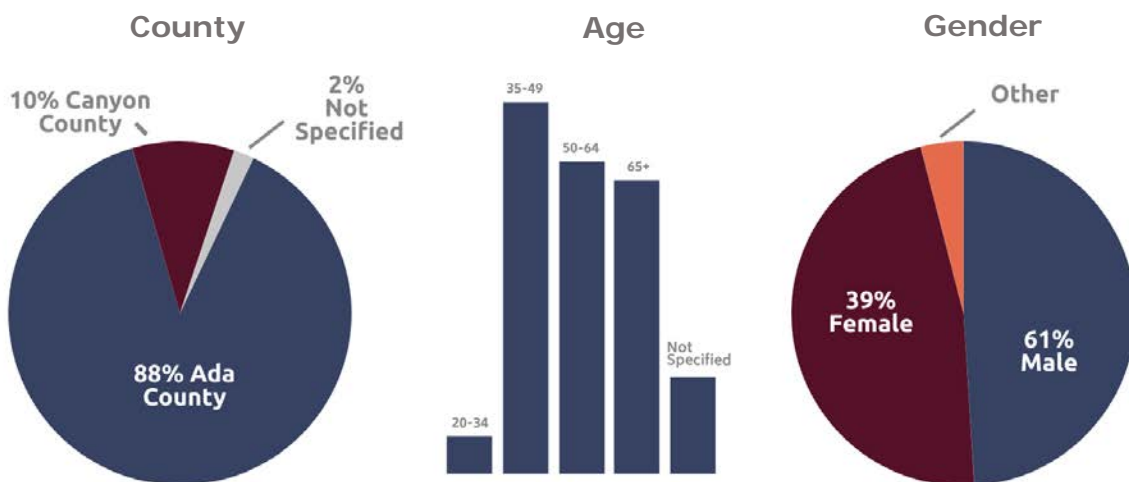


Figure 5: Public Comment Demographic Data

Disposition of Comments. Questions submitted as part of public comments were answered, and all comments were provided to 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 and staff responses in Appendix C.

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:

¹³ Brochure (English): https://www.compassidaho.org/documents/prodserv/trans/FY20/SummerPubComm/Brochure_FY21-27_English.pdf

¹⁴ Brochure (Spanish): https://www.compassidaho.org/documents/prodserv/trans/FY20/SummerPubComm/Brochure_FY21-27_Spanish.pdf

Those needing assistance, including assistance in submitting written comments, may call 208/855-2558 with 48 hours advance notice. Personas que necesitan asistencia especial, llamar al número 208/855-2558 con 48 horas de aviso.

III. PROJECT SELECTION

COMPASS serves as a regional forum for making decisions about transportation and related planning, and sets priorities for spending federal transportation funds. COMPASS accepts applications annually for transportation funding and manages the following federal-aid programs:

- Surface Transportation Block Group – Transportation Management Area (STBG-TMA for Boise Urbanized Area)
- Transportation Alternatives Program – Transportation Management Area (TAP-TMA for Boise Urbanized Area)
- Surface Transportation Block Group – Urban (STBG-U for Nampa Urbanized Area)

The STBG funding policy was originally adopted by the COMPASS Board of Directors in July 2014 as part of *Communities in Motion 2040*. This policy directs STBG funding in the Boise and Nampa Urbanized Areas to be programmed (budgeted) as follows:

Specific “off-the-top” funds for each urbanized area:

- ACHD Commuteride
 - \$220,000 in the Boise Urbanized Area
 - \$55,000 in the Nampa Urbanized Area
- COMPASS Planning
 - \$232,000 in the Boise Urbanized Area
 - \$99,000 in the Nampa Urbanized Area

Percentage splits of remaining funding:

- 82% for roadway maintenance projects
- 15% for public or alternative transportation maintenance projects
- Up to 3% for planning or special projects

The funding split is calculated as a five-year rolling average to allow flexibility for a larger project in any of the categories to move forward and still remain consistent with the policy.

Application process:

- Applications are ranked by members of RTAC using a paired comparison method, explained in the [COMPASS Application Guide](#)¹⁵.
- COMPASS staff presents the initial ranking results to RTAC for discussion and approval.
- COMPASS staff presents a funding plan to RTAC, based on the final rankings, for discussion and recommendation to the COMPASS Board of Directors.
- Final recommended projects are included in the draft TIP project list provided for public comment

Programs managed by other agencies (ITD, VRT, and the Local Highway Technical Assistance Council [LHTAC]) follow the managing agency's application and prioritization process. Once projects are selected for funding, they are submitted to COMPASS for inclusion in the TIP. RTAC reviews the full list of projects, including new projects and changes to existing projects, in light of public comments received, and recommends it to the COMPASS Board of Directors for approval.

Additional information about the application process and project selection can be found on the Resource Development and Funding [web page](#)¹⁶ under the COMPASS Application Guide.

IV. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. It is a systematic, cyclical, and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and identifies strategies for mitigating congestion and achieving regional transportation goals and objectives. These mitigation strategies include:

- Transportation Demand Management (TDM)
- Transportation Management and Operations (TSMO)
- Intelligent Transportation Systems (ITS)
- Transit operations improvements
- Roadway capacity improvements (when necessary)

As a part of the CMP, COMPASS uses the National Performance Management Research Data Set (NPMRDS) to develop the Congestion Management Annual Report, which shows where and when congestion is occurring in the Treasure

¹⁵ COMPASS Application Guide:

<https://www.compassidaho.org/prodserv/resourcedev.html#appguide>

¹⁶ COMPASS Application Guide:

<http://www.compassidaho.org/prodserv/resourcedev.html#appguide>

Valley. These reports are available on the [Congestion Management Process](#)¹⁷ web page. This information helps COMPASS and its member agencies prioritize projects for congested areas and select which types of congestion mitigation strategies to apply. However, the data are limited and not available for every corridor. Figure 6 shows a map of the corridors where NPMRDS data are provided, highlighting the ten most congested roadway segments in Ada and Canyon Counties for 2019.

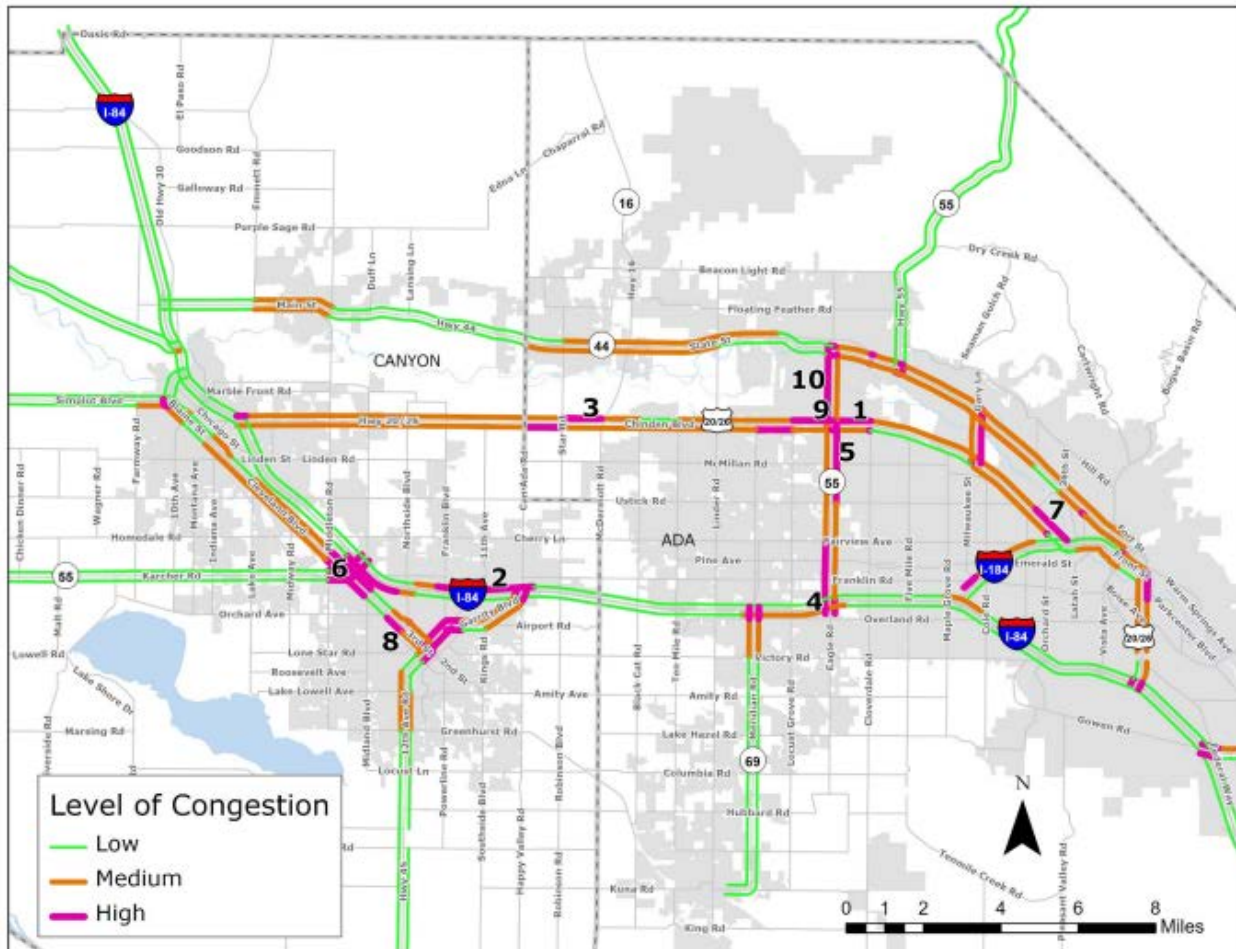


Figure 6: Top Ten Congested Tier 1 Network Segments Greater than Half a Mile (Peak period maximum, 2019)

For more details about how congestion is defined, please see the [Congestion Management Process](#)¹⁸ web page.

Another way to look at congestion is in terms of reliability. This measure is discussed in detail in Section V, TIP Achievement. Figure 7 shows the segments considered “unreliable” on the National Highway System (NHS).

¹⁷ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

¹⁸ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

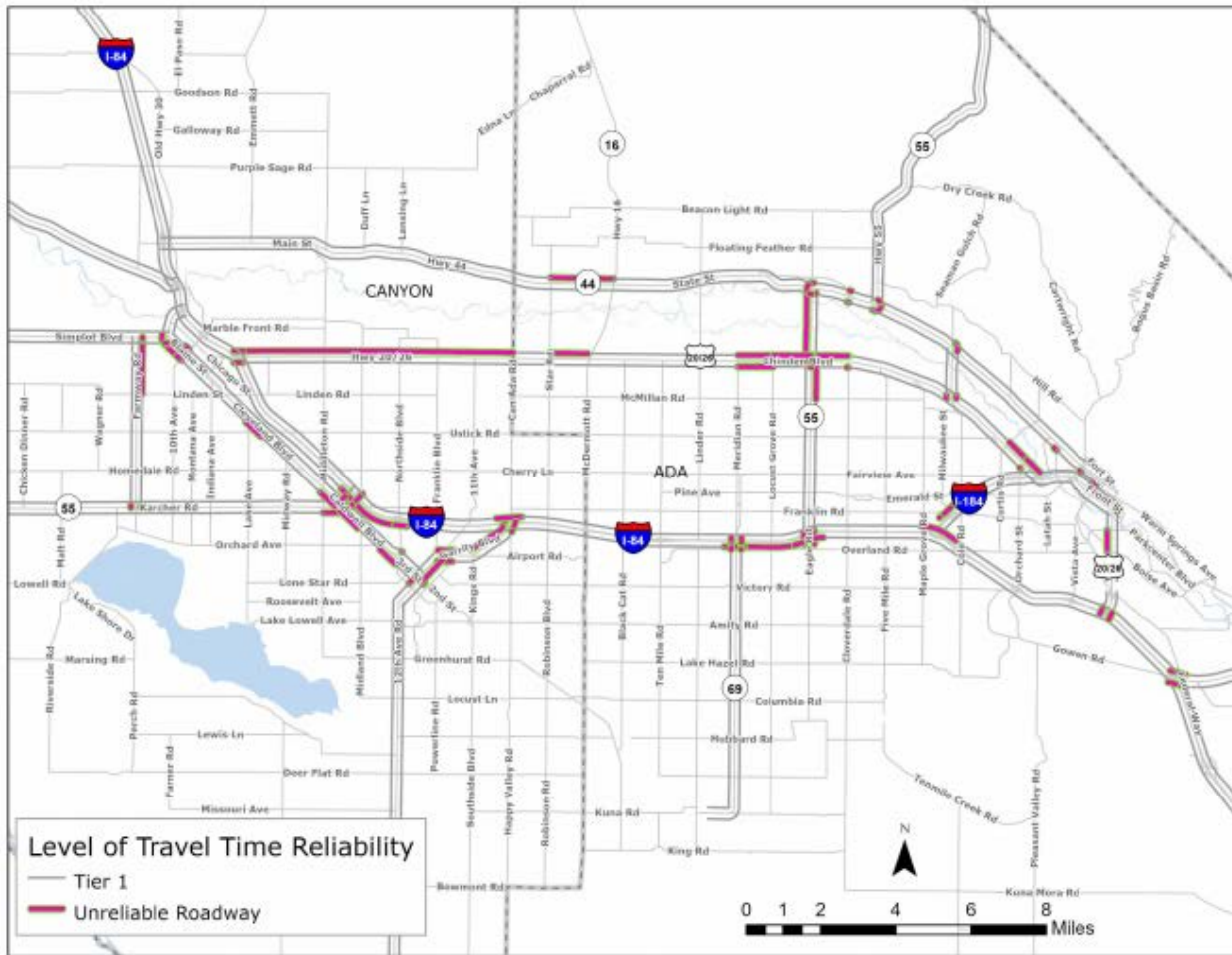


Figure 7: Level of Travel Time Reliability (2019)

The CMP also serves as a mechanism for monitoring the effects transportation projects have on system efficiency after they are completed. This information is helpful for monitoring the effectiveness of specific congestion management strategies as projects are funded and constructed/implemented. These findings are published in the Congestion Management Annual Report as well.

ITD and local agencies manage specific programs to address congestion issues.

ITD

ITD's Safety and Capacity Program ensures projects are selected to provide safety, mobility, and economic benefits throughout the state. Projects are nominated by ITD district staff, and are then analyzed through a competitive process using the following criteria:

- Benefit/cost ratio
- Benefit as a result of the project to the gross state product
- Number of jobs created over a 20-year period as a result of the project

No single project may use more than 50% of the available funds.

Projects funded through ITD's safety and capacity programs are selected through this process. The following programs also provide a mechanism for ITD to fund projects to relieve congestion:

Grant Anticipation Revenue Vehicle (GARVEE)

The GARVEE program allows the state to issue bonds for large capital projects. The bonds are then repaid using future federal-aid funds. GARVEE funds were initially made available for 13 specific corridors across the state (later reduced to 12), including Interstate 84 and State Highway 16 in the Treasure Valley. The Idaho Legislature first approved the use of GARVEE funds in Idaho in 2005, then extended the GARVEE program in 2017 to allow for an additional \$300 million in bonding authority.

Transportation Expansion and Congestion Mitigation (TECM)

The Idaho Legislature also approved funding for the Transportation Expansion and Congestion Mitigation (TECM) program in 2017. This program is specifically for expansion and congestion-related projects. TECM funds use 1% of the state's sales tax (not less than \$15 million per year). In 2019, the Idaho Legislature expanded the program to include the ability to bond against these funds for more efficient use of the funds.

TECM funds are limited to the state highway system for projects selected by the Idaho Transportation Board to improve travel times and traffic flow and to mitigate traffic congestion.

Sales Tax Anticipated Revenue (STAR)

In 2007, the Idaho Legislature passed a bill to create a funding mechanism for developers to build large transportation projects to mitigate traffic issues stemming from new developments, and then be repaid using the new sales tax the developments create (known as "STAR Financing"). The bill was modified in 2008, expanding the accessibility of the new financing tool. ITD and local agencies may enter into a STAR financing agreement with a developer.

Congestion Mitigation/Air Quality (CMAQ)

ITD receives approximately \$13 million of CMAQ funds per year, of which \$3 million are set-aside for two areas in non-attainment of the National Ambient Air Quality Standard for fine particulate matter (2.5 microns in diameter or less; called "PM_{2.5}"): the Cache Valley area in southeast Idaho and the Pinehurst area in north Idaho; neither of which is in the COMPASS planning area. ITD holds these funds, which will eventually lapse or be returned to FHWA if a rescission occurs.

The remaining \$10 million is allowed by federal regulation to be either transferred to another program or used on STBG-eligible activities. ITD chooses to use the CMAQ funds on STBG-eligible activities across the state.

Local Agencies

ACHD

ACHD is a county-wide transportation agency, responsible for local (non-ITD) roadways and related public right-of-way in Ada County, including within the city limits of the Cities of Boise, Meridian, Eagle, Kuna, Garden City, and Star. ACHD right-of-way includes sidewalks, bikeways, roadways, bridges, storm drains, and other infrastructure dedicated to the movement of people, goods, and services.

ACHD's [Strategic Plan 2035](#)¹⁹ includes two priority focus areas: (1) maintenance and safety needs by asset category (pavement, sidewalks, bridges, traffic signals and materials, and stormwater facilities and (2) system enhancements for congestion management and relief. According to the ACHD [Integrated Five Year Work Plan](#)²⁰ (IFYWP), system enhancements in the form of widening a roadway are only intended to reach a corridor's "buildout" – the maximum number of lanes planned for a particular roadway. [ACHD's Master Street Map](#)²¹ defines the buildout for each road. Once a road reaches its maximum number of lanes, no more lanes will be added. Congestion may still increase as land uses develop, which may require other measures to maximize efficiency of the network.

As shown in Figure 8, ACHD's IFYWP seeks to implement its Complete Streets Policy and meet the needs of all users with the project limits in order to take the most advantage of work going on in the area.



Figure 8: ACHD's Complete Street Policy

City of Nampa

According to the City of Nampa's [Citywide Transportation Plan](#)²², the city needs more than 100 capital improvement projects over the next 25 years; however, the cost of these projects is much greater than projected city revenues. Traffic levels

¹⁹ ACHD Strategic Plan: <https://www.achdidaho.org/AboutACHD/StrategicPlan.pdf>

²⁰ ACHD IFYWP 2021-2025:

http://achdidaho.org/Departments/PlansProjects/IFYWP_2125draft.aspx

²¹ ACHD Master Street Map:

https://www.achdidaho.org/Documents/Projects/MasterStreetMap_11x17.pdf

²² City of Nampa Citywide Transportation Plan (2012): https://id-nampa2.civicplus.com/DocumentCenter/View/653/transportation-plan---adolpted-april-2012_cmprsd?bidId=

have increased due to the city's large growth rate and new development. Increased traffic has led to congestion, increased travel times, and associated problems.

Development Impact Fees

ACHD and the City of Nampa use impact fee programs under [Idaho Code 67 Chapter 82](#)²³. The Idaho Development Impact Fee Act allows collection of fees from developers to cover the costs associated with the new developments. Existing transportation deficiencies are covered with other resources.

The City of Nampa adopted a new [Transportation Master Plan](#)²⁴ in July 2019 . During development of the plan, the shortage of funding was clear. One preliminary recommendation was to increase the city's impact fees, which was discussed and approved by the City Council in March 2019, and took effect in July 2019. As the city determines a project list for new funds generated through new impact fees, updates on regionally significant corridors will be included in the project list.

Current Projects in the FY2021-2027 TIP

Approximately 21 miles of roadway and 5 intersections with high or moderate congestion, as identified in the [Congestion Management Annual Report](#)²⁵, are budgeted for improvements in the FY2021–2027 TIP; additional improvements are budgeted that are classified as low congestion or not classified in the Congestion Management Annual Report. The total cost of projects that are expected to improve congestion is almost \$618 million. Table 1, below, highlights all of the projects in the TIP categorized under the congestion management strategies listed above (page 11).

²³ Idaho Code 67 Chapter 82:

<https://legislature.idaho.gov/statutesrules/idstat/Title67/T67CH82/>

²⁴ Nampa Transportation Master Plan (July 2019):

<https://cityofnampa.us/DocumentCenter/View/10677/2019-Transportation-Master-Plan->

²⁵ Treasure Valley Annual Congestion Management System Report, 2019 (September 2020): https://www.compassidaho.org/documents/prodserv/reports/2019_Congestion_Management_Annual%20Report.pdf

Table 1: Projects in the FY2021-2027 TIP by CMP Strategy (as of September 2020)*

KN	Project	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost*
Transportation Demand Management						
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	-	-	-	Federal	\$2,183,000
CPA3	Commuteride, ACHD	-	-	-	Federal	\$1,650,000
20136a	Commuteride, ACHD, Van Replacements, Canyon County	-	-	-	Federal	\$1,062,000
22385	Pathway, Greenbelt Completion, Boise State	-	-	-	Federal	\$439,000
ORN23025	Pathway, Grimes City Pathway Extension, Nampa	-	-	-	Federal	\$456,000
13918	Pathway, Rail with Trail, Meridian	-	-	-	Federal	\$735,000
22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	-	-	-	Federal	\$667,000
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	-	-	-	Federal	\$615,000
ORN22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26, Boise	-	-	-	Federal	\$345,000
ORN22944	Pedestrian Improvements, Stoddard Pathway, Nampa	-	-	-	Federal	\$492,000
Subtotal						\$8,644,000
TSMO/ ITS						
ORN22995	Bicycle Improvements, Signs and Pavement Markings, Ada County	-	-	-	Federal	\$82,000
21999	Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	Low	Reliable	-	Federal	\$1,161,000
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	-	-	-	Federal	\$441,000
ORN22878	Homedale Road, Curve Improvements, Canyon Highway District	Low	Reliable	-	Federal	\$999,000
ORN22746	I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	Mod	Unreliable	-	State	\$255,000
20430	Middleton Road and Cornell Street, Intersection Improvements, Middleton	-	-	-	Federal	\$553,000
13918	Pathway, Rail with Trail, Meridian	-	-	-	Federal	\$735,000
22101	Peckham Road Intersections, Canyon County	-	-	-	Federal	\$406,000
20537	Railroad Crossing, Benjamin Lane, Boise	-	-	-	Federal	\$326,000

KN	Project	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost*
20358	Railroad Crossing, Lemp Lane, Canyon County	-	-	-	Federal	\$260,000
20606	Railroad Crossing, Old Fort Boise Road, Canyon County	-	-	-	Federal	\$255,000
22460	Railroad Crossing, SH-19, Greenleaf	Low	Reliable	-	Federal	\$110,000
20428	SH-21, Technology Way to Surprise Way, Boise	Mod/Low	Reliable	-	State	\$5,400,000
ORN22718	SH-44 (State Street), Palmer Lane Intersection Improvements, Star	Mod	Unreliable	-	Private	\$866,000
Subtotal						\$11,849,000
Transit Operations Improvements						
19691	Transit - Acquisition of Service, Boise Area, VRT	-	-	-	Federal	\$2,346,000
19464c	Transit - Acquisition of Service, Canyon County, VRT	-	-	-	Federal	\$165,000
19464a	Transit - Acquisition of Service, Nampa Area, VRT	-	-	-	Federal	\$2,221,000
19983	Transit - Fixed Line Service, Rural Areas, TVT	-	-	-	Federal	\$1,600,000
18786	Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	-	-	-	Federal	\$10,900,000
19041	Transit - Operations - Mobility Management, Boise Area, VRT	-	-	-	Federal	\$4,284,000
19464b	Transit - Purchase of Service, Rural Areas, TVT	-	-	-	Federal	\$353,000
Subtotal						\$21,869,000
Roadway Capacity Improvements						
13484	Centennial Way Roundabout, Caldwell	High	Unreliable	-	Federal	\$4,045,000
IN205-97	Cole Road, McGlochlin Street to Victory Road, Boise	Low	Reliable	-	Local	\$7,728,000
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	Low	Reliable	-	Local	\$5,425,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	Low	Reliable	-	Local	\$6,972,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	Mod	Reliable	-	Local	\$3,052,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	Low	Reliable	-	Federal	\$1,674,000
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	Low	Reliable	-	Federal	\$5,880,000

KN	Project	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost*
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County	Low	Reliable	Poor	GARVEE	\$183,344,000
22619	I-84, Ustick Road Overpass, Canyon County	Low	Reliable	-	State	\$10,390,000
ORN22712	I-84B (Garrity Boulevard), Stamm Lane Intersection Improvements, Nampa	Mod	Reliable	-	State	\$2,011,000
22602	Indiana and Orchard Shared Roadway, Canyon County	-	-	-	Federal	\$3,453,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	Low	Reliable	-	Local	\$6,666,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	Low/Mod	Reliable	-	Local	\$8,186,000
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	Low	Reliable	-	Local	\$4,889,000
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	Low	Reliable	-	Local	\$4,061,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	-	-	-	Local	\$7,705,000
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	Low/Mod	Reliable	-	Local	\$20,907,000
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Low/Mod	Reliable	-	Federal	\$3,023,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	Low	Reliable	-	Local	\$19,764,000
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	-	-	-	Federal	\$98,640,000
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle	High/Mod	Unreliable	-	Federal	\$9,257,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Med	Reliable	-	State	\$9,083,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Med	Unreliable	-	State	\$13,236,000
ORN22717	SH-45 and Locust Lane Intersection, Nampa	Low	Reliable	-	State	\$2,688,000
13349	SH-55 (Eagle Road), Meridian Towne Center, Meridian	High/Mod	Reliable	-	STAR	\$5,476,000
ORN22715	SH-55 (Karcher Road), Indiana Avenue to Lake Avenue, Caldwell	Low	Reliable	-	State	\$14,720,000
ORN22716	SH-55 (Karcher Road), Lake Avenue to Midway Road, Caldwell	Low	Reliable	-	State	\$15,185,000
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	Low	Reliable	-	State	\$6,022,000
12048	South Cemetery Road, Highland Drive to Willow Creek, Middleton	-	-	-	Federal	\$4,655,000
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	Low	Reliable	-	Local	\$3,180,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Mod/High	Unreliable-	-	State	\$35,069,000

KN	Project	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost*
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	High/Mod	Unreliable	-	State	\$10,170,000
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	Mod/Low	Reliable	-	STAR	\$24,290,000
CAL1	Ustick Road, Lake Avenue to I-84, Caldwell	Low/Mod	Reliable	-	Local	\$5,000,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	Low/Mod	Reliable	-	Local	\$3,790,000
22600	Western Heritage Byway, Swan Falls Road, ACHD	-	-	-	Federal	\$5,798,000
Subtotal						\$575,434,000
TOTAL						\$617,796,000

*Descriptions of acronyms are available in Appendix B.

**Total cost is shown in "year of expenditure" and includes all costs, not only programmed costs.

Additional Projects

Local Expansion for Public Transportation

The Cities of Boise, Eagle, and Meridian and Ada County committed to increasing their contributions to VRT to improve service and fund capital (such as buses, equipment, and facilities). The additional funding will increase service in these areas, including a new fixed-line service in Meridian. This new bus service will require a larger bus fleet; new fixed-line service is expected to begin in FY2021. The expanded service is not shown in the TIP because the funds are local, and not considered regionally significant.

Other Congestion-Related Projects Not Included in the TIP

The TIP does not list every project. Many projects are budgeted with local funding or may even be requirements of development. Therefore, congestion-related improvements are much more numerous than reported in the TIP. Below is an example of additional projects that agencies across the Treasure Valley have completed or planned that will help relieve congestion.

- ACHD completed improvements on three priority corridors
- Canyon Highway District No. 4 and the City of Caldwell are planning a multi-lane roundabout to replace a four-way stop sign at Middleton Road and Linden Road in FY2021.
- Nampa Highway District No. 1 budgeted three roundabouts in FY2021:
 - Idaho Center Boulevard and Cherry Lane
 - Happy Valley Road and Victory Road
 - Star Road and Cherry Lane
- Local agencies throughout the Treasure Valley have budgeted funding to maintain and expand the active transportation system. Table 2 reports progress made on various measures for active transportation.

Table 2: Progress on the Active Transportation System

COMPASS Performance Measure	2017	2018	2019	2040 Target
Percentage of Bicycle Lanes per Arterial Roadway Mile	17.9%	21.3%	22.5%	> 25%
Ratio of Sidewalks Miles per 1 Roadway Mile*	N/A	N/A	.82 mi: 1 mile	N/A
Miles of Trails and Pathway	565	576	577	> 754
Transit Ridership*	1.35 Million	1.29 Million	1.21 Million	N/A
Percentage of Employment Near Transit	64%	60%	56%	> 70%

*Measure added or modified in 2019. Targets or data for past years are currently unavailable.

Grey highlight = targets or totals

Peach highlight = does not meet targets

V. TIP ACHIEVEMENT

Each project funded in the TIP supports one or more COMPASS performance measures as identified in CIM 2040 2.0; many projects also support federally required performance measures. COMPASS identifies 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 2.0 and/or federally required performance measures.

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

COMPASS Performance Measures

CIM 2040 2.0 includes performance measures and targets addressing transportation, economic development, farmland, health, housing, land use, and open space.

Fifty-six [performance measures](#)²⁶ were approved for CIM 2040, adopted in 2014. To streamline reporting, the 56 measures were grouped into 13 “Achievement Categories.” These measures were largely carried forward into CIM 2040 2.0, adopted in 2018. Table 3 provides a matrix demonstrating how the TIP achievement categories reflect the original CIM 2040 performance measures. This section will be updated soon to reflect changes in performance measures as approved for CIM 2040 2.0.

Table 3: TIP Achievement Categories

TIP Achievement Category	Example of Type of Projects	CIM 2040 2.0 Performance Measures
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

²⁶ COMPASS Performance Measures:

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

TIP Achievement Category	Example of Type of Projects	CIM 2040 2.0 Performance Measures
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 for this category, as measurements are not consistent across the region; however, maintaining our current transportation system is a high priority for the region. COMPASS will continue to work toward establishing performance measures for maintenance activities.

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

The criteria used to determine how projects in the TIP align with the TIP achievement categories are shown in Table 4.

Table 4: Criteria for TIP Achievement Categories

TIP Achievement Category	Criteria*
Maintenance**	<p>Does the project:</p> <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	<p>Does the project:</p> <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	<p>Does the project:</p> <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	<p>Does the project:</p> <ul style="list-style-type: none"> Improve capacity or travel time on a designated freight corridor? (PM 14)
Transportation Safety	<p>Does the project:</p> <ul style="list-style-type: none"> Propose a reduction in the number of automobile, bicycle, pedestrian, or public transportation related crashes? (PM 15-24)

TIP Achievement Category	Criteria*
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 designated Major Activity Center? (PM 33) • An infill area²⁷ (see map)? (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 index²⁸? (PM 38)
Community Infrastructure	Is the project: <ul style="list-style-type: none"> • Within city limits? (PM 41) • Within a city area of impact? (PM 42)
Health	Does the project improve bicycle and/or pedestrian infrastructure: <ul style="list-style-type: none"> • Within ¼-mile of a park, school, or grocery store? (PM 44-47)
Open Space	Does the project improve bicycle or pedestrian access to or build: <ul style="list-style-type: none"> • A trail and/or pathway²⁹? (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?

*PM = performance measure

**No performance measures are established for this category, 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.

To further report on the support of CIM 2040 2.0 performance measures, Table 5 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 divided based on the number of performance measures for each project. For example, if a project meets the goals of two performance measures, 50% of the project cost is reported for each measure.

²⁷ COMPASS webpage for infill area map:

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

²⁸ COMPASS webpage for travel time index:

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

²⁹ COMPASS webpage for sidewalks and multiuse pathways map:

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

Table 5: Analysis of TIP Achievement (as of September 2020)

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Maintenance	47	\$152,365,000	23.74%
Transportation Infrastructure	17	\$23,848,000	3.72%
Congestion Reduction/System Reliability	55	\$132,496,000	20.64%
Freight Movement and Economic Vitality	23	\$69,594,000	10.84%
Transportation Safety	65	\$102,656,000	15.99%
Environmental Sustainability	15	\$8,899,000	1.39%
Land Use	4	\$745,000	0.12%
Housing	15	\$17,966,000	2.80%
Community Infrastructure	51	\$64,436,000	10.04%
Health	24	\$18,868,000	2.94%
Open Space	8	\$3,912,000	0.61%
Farmland	11	\$7,473,000	1.16%
Support	24	\$38,655,000	6.02%
	Total	\$641,913,000	100.00%








*Most projects are reported in multiple TIP achievement categories; therefore, the sum of the total number of projects would be skewed, and is not reported.

**Totals may not sum due to rounding. Reported in year of expenditure costs.

Federal Performance Measures

The last two federal transportation authorization bills, the *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. MPOs have the option to either create regional targets or support the statewide targets. The COMPASS Board of Directors chose to assist ITD in obtaining federal targets on a statewide basis, rather than to set specific regional targets. Projects that help improve conditions to meet statewide targets are represented in the TIP project list with icons. Table 6 shows the federal target areas and deadlines for reporting, with currently-approved targets highlighted in gray.

Table 6: Federal Performance Measures

Icon in TIP Project List	Targets	Beginning 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 four years)	May 2019
	Bridge Condition		
	Level of Travel Time Reliability	November 2018 (every four years)	
	Freight Movement		
	Congestion Mitigation Air Quality – Emissions		
	Public Transportation Safety	December 2020 (annually)	June 2021
	Congestion Mitigation Air Quality – Traffic Congestion	November 2022 (biennially)	May 2023

Approved targets are provided below, with analysis regarding projected outcomes. It is important to note that support of statewide targets does NOT mean that COMPASS is 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 is supporting ITD’s statewide efforts. However, when available, regional data are shown for informational purposes.

Additional analysis is available in Appendix D.

 *Safety*

On December 18, 2017, the COMPASS Board of Directors adopted a position to support the statewide safety targets established by ITD.

RTAC recommended updated statewide safety targets on November 20, 2019, which seek to improve upon the benchmark five-year statewide average (2013-2017) (Table 7), taking into account population growth trends. The COMPASS Board of Directors approved the safety targets on December 16, 2019. While the current approved target (grey) is for the years 2015-2019, projects in the FY2021 -2027 TIP will help ITD reach future targets (shown through 2022, below).

Table 7: Idaho Statewide Safety Targets, approved December 2019

Idaho	Benchmark	FY2020 Actual	Target FY2021	Target FY2022	Target FY2023	Target FY2024
	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022
Fatalities	223	243	249	247	245	240
Serious Injuries	1,293	1,290	1,290	1,287	1,285	1,283
Fatalities by VMT*	1.33	1.35	1.41	1.41	1.38	1.36
Serious Injury by VMT*	7.74	7.59	7.30	7.30	7.21	7.13
Non-Motorist Fatalities and Serious Injuries	117	120	120	120	120	120

*VMT = vehicle miles traveled per 100 million miles

Grey highlight = current target

Projects with an emphasis on safety in the FY2021-2027 TIP are shown in Table 8. Only projects shown between FY2021 and FY2025 are included in the analysis, as projects beyond FY2025 are considered preliminary. An analysis is provided regarding how each project is expected to decrease overall crashes, as this is the finest level of analysis staff is able to determine at this time. 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, will result in reduction of fatalities and serious injuries as well, which are the actual targets. Not every safety measure has predictive data to determine changes in crash rates.

Overall, projects that emphasize safety in the FY2021-2027 TIP are projected to prevent 247 crashes in Ada and Canyon Counties. Almost \$413 million is budgeted towards projects with safety benefits.

Table 8: Analysis of Safety Projects in the FY2021-2027 TIP (as of September 2020)

Key Number	Project*	Total Cost	Safety Improvement **	Expected % change based on CMF data***	Expected actual change in crashes**
ORN229 63	ADA ³⁰ Ramps, Greenleaf	\$58,000	ADA ramps	N/A	N/A
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$2,173,000	Bicycle and pedestrian bridge	N/A	N/A
ORN229 95	Bicycle Improvements, Signs and Pavement Markings, Ada County	\$82,000	Signs	N/A	N/A
18701	Capital Maintenance, Phase 1, Boise Area - FY2021	\$5,441,000	ADA ramps	N/A	N/A
19465	Capital Maintenance, Phase 1, Boise Area - FY2022	\$6,078,000	ADA ramps	N/A	N/A

³⁰ ADA = Americans with Disabilities Act

Key Number	Project*	Total Cost	Safety Improvement**	Expected % change based on CMF data***	Expected actual change in crashes**
20129	Capital Maintenance, Phase 2, Boise Area - FY2021	\$2,362,000	ADA ramps	N/A	N/A
20122	Capital Maintenance, Phase 2, Boise Area - FY2022	\$2,605,000	ADA ramps	N/A	N/A
20159	Capital Maintenance, Phase 3, Boise Area - FY2021	\$705,000	ADA ramps	N/A	N/A
20006	Capital Maintenance, Phase 3, Boise Area - FY2022	\$386,000	ADA ramps	N/A	N/A
13484	Centennial Way Roundabout, Caldwell	\$4,045,000	Install multi-lane roundabout	Decrease KAB crashes 63.28%	-13 crashes
IN205-97	Cole Road, McGlochlin Street to Victory Road, Boise	\$7,728,000	U-turns, intersection widening, enhanced ped crossing	Decrease KAB crashes 62%	-8 crashes
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	\$5,425,000	Install bicycle lanes, curb, and gutter	Decrease crashes 11%	-1 crash
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	\$7,104,000	Widen road, install roundabout, curb, and gutter	Decrease crashes 46%	-2 crash
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	\$3,052,000	Widen road, install curb, gutter, sidewalk, and buffered bike lanes	Decrease crashes 37%	-16 crashes
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	\$1,674,000	Construct dual lane offset roundabout	Decrease KABC crashes 45%	-1 crash
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	\$5,880,000	New signalized intersection and other intersection improvement	Decrease all crashes by 17%	-1 crash
21999	Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	\$1,161,000	Install traffic control signal, pedestrian crossings, and a raised median	Decrease crashes 94%	-13 crashes
ORN22878	Homedale Road, Curve Improvements, Canyon Highway District	\$999,000	Widen bridge, rumble strips, visual improvements	Decrease crashes by 34%	-1 crash

Key Number	Project*	Total Cost	Safety Improvement**	Expected % change based on CMF data***	Expected actual change in crashes**
ORN227 46	I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	\$255,000	Lighting improvements	Increase crashes by 15.8%	+2 crashes
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	\$55,000,000	Widen interstate	Decrease crashes 23%	-11 crashes
23080	I-84, Franklin Interchange to Karcher Interchange, Widen Westbound, Nampa	\$68,497,000	Widen interstate	Decrease crashes 23%	-9 crashes
22619	I-84, Ustick Road Overpass, Canyon County	\$9,529,000	Widen overpass and install sidewalk	Decrease crashes 66%	-0 crashes
ORN227 12	I-84B (Garrity Boulevard), Stamm Lane Intersection Improvements, Nampa	\$2,011,000	Widen interstate	N/A	N/A
22602	Indiana and Orchard Shared Roadway, Canyon County	\$3,453,000	Add paved shoulders	Decrease crashes 67%	-2 crashes
RD207- 29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	\$6,666,000	Widen road	Decrease crashes 88%	-6 crashes
RD209- 18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	\$8,186,000	Widen road	Decrease crashes 34%	-1 crash
RD209- 28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	\$7,705,000	Widen road, install curb & gutter, and multi-use pathway	Decrease crashes 88%	-4 crashes
20430	Middleton Road and Cornell Street, Intersection Improvements, Middleton	\$553,000	Convert to "mini-roundabout"	Decrease crashes by 39%	-1 crash
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	\$3,023,000	Construct roundabout	Decrease AB crashes by 39%	-1 crash
RD207- 01	Orchard Street, Gowen Road to I-84 On-Ramp, Boise	\$19,764,000	multi-lane roundabout, sidewalk and bike lanes	Decrease crashes by 70%	-9 crashes
13918	Pathway, Rail with Trail, Meridian	\$735,000	Install multi-use pathway	Decrease crashes by 25%	N/A
22101	Peckham Road Intersections, Canyon County	\$434,000	Turning movements for trucks	N/A	N/A
13964	Peckham Road, US-95 to Notus Road, Canyon County	\$4,373,000	Install sidewalks, curb, and gutter	Decrease crashes by 11%	-0 crashes
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	\$615,000	Install pathway	Decrease crashes by 25%	-4 crashes

Key Number	Project*	Total Cost	Safety Improvement**	Expected % change based on CMF data***	Expected actual change in crashes**
ORN22944	Pedestrian Improvements, Stoddard Pathway, Nampa	\$492,000	Extend pathway	N/A	N/A
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	\$223,000	Install pedestrian hybrid beacon	Decrease crashes by 29%	-1 crash
20537	Railroad Crossing, Benjamin Lane, Boise	\$326,000	Install crossing signal	Decrease crashes 79%	-0 crashes
20358	Railroad Crossing, Lemp Lane, Canyon County	\$260,000	Install signal and gates	Decrease crashes 91%	-0 crashes
20606	Railroad Crossing, Old Fort Boise Road, Canyon County	\$255,000	Install gates	Decrease crashes 91%	-0 crashes
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$6,025,000	Segments not chosen yet	N/A	N/A
20674	Roadway and ADA Improvements, Part 1, Boise Area - FY2024	\$5,786,000	Segments not chosen yet	N/A	N/A
21896	Roadway and ADA Improvements, Part 1, Boise Area - FY2025	\$5,621,000	Segments not chosen yet	N/A	N/A
19933	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$2,582,000	Segments not chosen yet	N/A	N/A
20538	Roadway and ADA Improvements, Part 2, Boise Area - FY2024	\$2,479,000	Segments not chosen yet	N/A	N/A
21898	Roadway and ADA Improvements, Part2, Boise Area - FY2025	\$2,409,000	Segments not chosen yet	N/A	N/A
20080	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	\$380,000	Segments not chosen yet	N/A	N/A
20683	Roadway and ADA Improvements, Part 3, Boise Area - FY2024	\$387,000	Segments not chosen yet	N/A	N/A
21902	Roadway and ADA Improvements, Part 3, Boise Area - FY2025	\$387,000	Segments not chosen yet	N/A	N/A
20428	SH-21, Technology Way to Surprise Way, Boise	\$5,400,000	Install median and pave shoulders	Decrease crashes by 69%	-17 crashes
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection, ½ CFI, Eagle	\$9,356,000	Construct a partial (½) continuous flow intersection (CFI)	N/A	N/A
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	\$9,133,000	Widen road	Decrease crashes 66%	-11 crashes

Key Number	Project*	Total Cost	Safety Improvement**	Expected % change based on CMF data***	Expected actual change in crashes**
20574	SH-44 (State Street), Star Road to SH-16, Ada County	\$13,236,000	Widen road	Decrease crashes by 66%	-11 crashes
13349	SH-55 (Eagle Road), Meridian Towne Center, Meridian	\$5,476,000	Widen road	Decrease crashes 24%	-5 crashes
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	\$6,022,000	Widen road	Decrease crashes 66%	-9 crashes
20245	SR2S, VRT, Ada County - FY2021 and FY2022	\$344,000	Education	N/A	N/A
20493	SR2S, VRT, Ada County - FY2023	\$171,000	Education	N/A	N/A
21910	SR2S, VRT, Ada County - FY2024-2025	\$405,000	Education	N/A	N/A
22031	SR2S, VRT, Canyon County - FY2021	\$65,000	Education	N/A	N/A
ORN229-22	SR2S, VRT, Canyon County – FY2022	\$65,000	Education	N/A	N/A
ORN229-24	SR2S, VRT, Canyon County – FY2023	\$65,000	Education	N/A	N/A
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	\$3,180,000	Widen road, install curb, gutter, and sidewalk	Decrease crashes by 69%	-7 crash
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	\$35,069,000	Widen road	Decrease crashes 65%	-21 crashes
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	\$10,300,000	Widen road	Decrease crashes 80%	-12 crashes
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	\$24,290,000	Widen road and install raised medians	Decrease crashes 80%	-32 crashes
CAL1	Ustick Road, Lake Avenue to I-84, Caldwell	\$5,000,000	Widen road	N/A	N/A
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	\$3,717,000	Widen road, install curb & gutter, and sidewalk	Decrease crashes by 70%	-4 crashes
22600	Western Heritage Byway, Swan Falls Road, ACHD	\$5,798,000	Add shoulders	Decrease crashes by 67%	-2 crashes
Total Cost and Projected Reduction in Crashes		\$412,461,000			-247 crashes

*Only safety projects with construction in the first five years of the TIP are included in this table.

**Only safety improvements that have Crash Modification Factors applied are analyzed here.

***K= Fatal crash; A= Serious injury; B= Minor injury; C= Possible injury; O= Property damage

“All” crashes = K+A+B+C+O

****Based on crash history. Information is not available for every safety-related project.



Transit Asset Management

On August 26, 2019, the COMPASS Board of Directors adopted a position to support regional transit asset management targets for “state of good repair” as described in VRT’s Transit Asset Management Plan.

RTAC recommended updated statewide safety targets on May 27, 2020, which seek to improve upon the condition of transit assets in the Treasure Valley. The COMPASS Board of Directors approved the transit asset management targets on August 17, 2020 (Table 9).

Table 9: VRT - Transit Asset Management Targets

Asset Category	Performance Measure	FY2020 Target	FY2020 Actual	Variance	FY2021 Target
Rolling Stock	Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<24.67%	27.59%*	-2.92%*	<24.67%
Equipment		<12.70%	5.00%	7.70%	<12.70%
Facilities	Condition - % of facilities with a condition rating below 3.0	<42.86%	37.50%	5.36%	<42.86%

*Corrected from version provided to the COMPASS Board.

Grey highlight = current target

Green highlight = meets targets

Peach highlight = does not meet target

In January 2019, the VRT Board of Directors approved a Transit Asset Management Plan (a “TAM Plan”), with an overall goal 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. VRT estimates the total cost of bringing all those assets into a state of good repair is approximately \$36 million. The FY2021-2027 TIP includes \$14.4 million budgeted to improve or add capital assets in Ada and Canyon Counties between FY2021 and 2024, as the TAM Plan is a four-year plan. With these programmed funds, VRT will address approximately half of the need for transit asset replacement below the minimum 2.5 score. Although these investments will address essentially all assets with a score of less than 1.5, it still leaves approximately \$17 million in deferred transit asset replacement.

VRT leverages local dollars with federal funds to address capital needs in both the large and small urban areas. In the past, VRT has not been able to secure enough local match in the small urban area to access all the federal funds available. Increasing local match for in the small urban area will be necessary to address the transit assets below their TAM score in the small urban area.

Projects listed in Table 10 emphasize transit asset management (state of good repair) included in the FY2021-2027 TIP. The costs are shown only for FY2021-

2024, as the TAM Plan is based on a four-year horizon. The TAM Plan is posted on VRT's [website](#)³¹ (under Resources).

Table 10: Analysis of Transit Asset Management Projects, FY2021-2024 (as of September 2020)

Key Number	Project	Asset Category	Total Cost FY2021-2024	Total Required Local Match
20136a	Commuteride, Van Replacements, Canyon County – FY2019-2021	Rolling Stock	\$772,000	\$154,400
18788	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$1,826,000	\$365,200
19122	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$2,776,000	\$555,200
18905	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2021	Rolling Stock, Equipment, Facilities	\$1,565,000	\$114,871
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	Rolling Stock, Equipment, Facilities	\$1,533,000	\$112,522
19950	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2023	Rolling Stock, Equipment, Facilities	\$1,502,000	\$110,247
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	Rolling Stock, Equipment, Facilities	\$1,471,000	\$107,971
18781	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$2,063,000	\$412,600
20136e	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$772,000	\$154,400
20136b	Transit - Vehicle Replacements, Rural Areas, TVT	Rolling stock	\$158,000	\$31,600
		Total	\$14,438,000	\$2,119,011



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 percentage of pavement on the NHS in “good” condition, as well as maintain a minimum percentage of pavement in “poor” condition (Table 11).

³¹ Transit Asset Management Policy: <https://www.valleyregionaltransit.org/about-us/>.

Table 11: FY2018 and FY2019 Pavement Conditions and FY2022 Targets

Type of Roadway	Pavement Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2022 Target
Interstate	Good	31.70%	50.70%	42.00%	59.00%	> 50%
Interstate	Fair	67.10%	47.90%	32.00%	37.00%	N/A
Interstate	Poor	1.20%	1.40%	0.00%	1.00%	<4%
Interstate	No Data			26.00%	3.00%	
Total		100%	100%	100%	100%	
Non-Interstate	Good	37.40%	46.10%	39.00%	41.00%	> 50%
Non-Interstate	Fair	60.60%	51.80%	42.00%	43.00%	N/A
Non-Interstate	Poor	2.00%	2.10%	0.00%	1.00%	<8%
Non-Interstate	No Data			19.00%	15.00%	
Total		100%	100%	100%	100%	

Grey highlight = targets or totals
 Green highlight = meets targets
 Peach highlight = does not meet targets

2017 pavement conditions are shown on an interactive map called the COMPASS TIP Viewer found on the COMPASS [website](#)³². Figure 9, below, is an excerpt of this map showing segments that are in good (green), fair (yellow), or poor (red) condition. As updated information is available, this section will be updated.

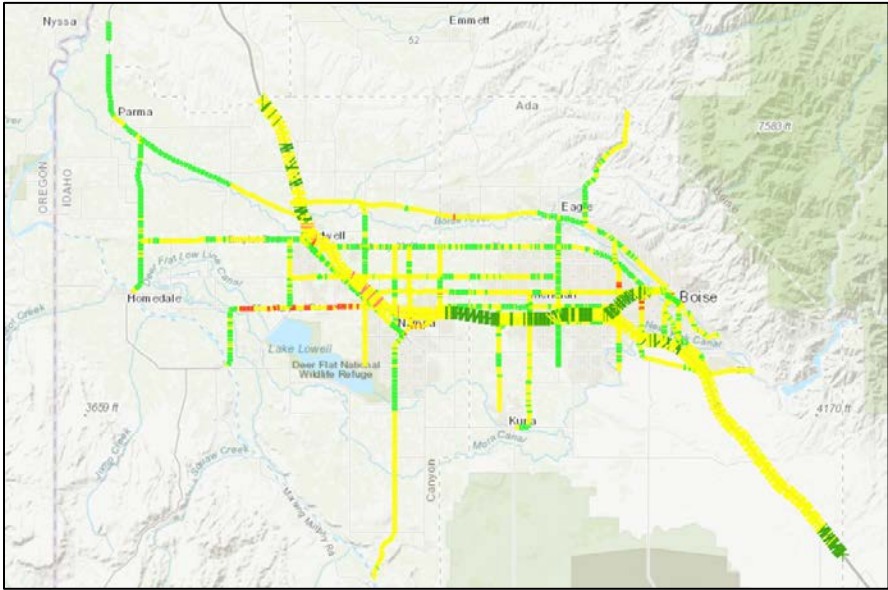


Figure 9: 2017 Interstate and Non-Interstate Pavement Condition, NHS

³² COMPASS TIP Viewer:
<https://compassidahomaps.arcgis.com/apps/Cascade/index.html?appid=b0a54a77f8d047aa9b8b479347cc0463> Contact COMPASS staff if you need assistance at 208-855-2558.

Pavement condition targets aim to keep a certain percentage of pavement in good condition. It is less costly to keep roads in good condition than to repair roads in poor condition. Costs increase exponentially when more involved treatments are needed to repair them. Figure 10 provides general information about how pavement management, such as chip sealing and payment overlays, save money over time.

Prevention Saves Costs

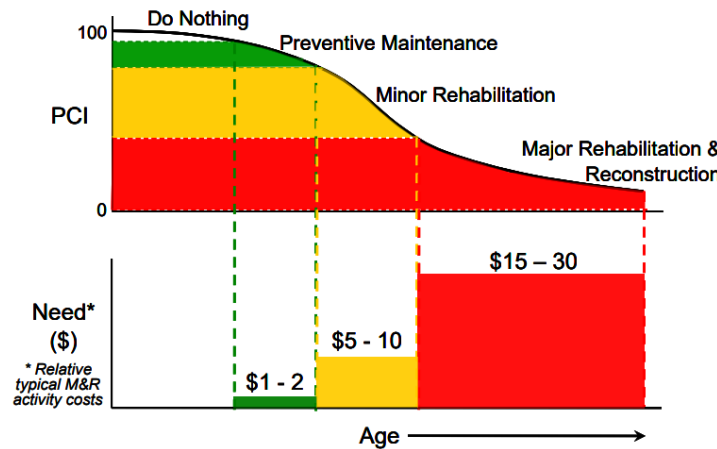


Figure 10: Pavement Asset Management Cycle (graphic from David Hein, PE, ARA, used with permission)

COMPASS currently does not have the tools to estimate exactly how projects will accomplish overall pavement condition goals. However, projects are selected by ITD and local agencies to strategically produce the best treatment for dollars available. Many projects shown in the TIP are “placeholders” for pavement management work. Since projects in the TIP start five years or more from the date they are added, the local agency selects the segments of roadway that are most appropriate for the funding when the design phase begins. Through projects in the FY2021-2027 TIP between FY2021 and FY2025, as projects beyond the first five years are considered to be “illustrative” (Table 12), local agencies plan to spend almost \$50 million on pavement condition improvements on non-interstate local roadways and ITD plans to spend almost \$302 million on interstate and non-interstate pavement condition improvements. In addition, local agencies also plan to fund maintenance projects with local funds.

Even with almost \$50 million budgeted for non-interstate local pavement improvements in the TIP and additional local funds for pavement improvements, local agencies report deferred maintenance estimated at \$60 million in Ada and Canyon Counties.

Table 12: Analysis of Projects that Improve Pavement Condition on the NHS, FY2021-2025 (as of September 2020)

Key Number	Project	Roadway Type	Total Project Cost
18701	Capital Maintenance, Phase 1, Boise Area – FY2021 *	Non-Interstate	\$5,541,000
19465	Capital Maintenance, Phase 1, Boise Area - FY2022*	Non-Interstate	\$5,970,000
20129	Capital Maintenance, Phase 2, Boise Area – FY2021 *	Non-Interstate	\$2,333,000
20122	Capital Maintenance, Phase 2, Boise Area – FY2022*	Non-Interstate	\$2,559,000
20159	Capital Maintenance, Phase 3, Boise Area – FY2021 *	Non-Interstate	\$705,000
20006	Capital Maintenance, Phase 3, Boise Area – FY2022*	Non-Interstate	\$386,000
20738	I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise	Interstate	\$1,999,000
22237	I-84, East Boise Port of Entry Ramps, Ada County	Interstate	\$632,000
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County**	Interstate	\$183,344,000
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	Interstate	\$4,559,000
20060	I-84, Sand Hollow Interchange to Farmers Sebree Canal, Seal Coat, Canyon	Interstate	\$1,454,000
ORN22677	Microseals, Front/Myrtle/Broadway, Boise	Non-Interstate	\$1,558,000
20536	Microseals, State/Glenwood/Chinden, Ada County	Non-Interstate	\$2,483,000
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023*	Non-Interstate	\$5,917,000
20674	Roadway and ADA Improvements, Part 1, Boise Area – FY2024*	Non-Interstate	\$5,673,000
21896	Roadway and ADA Improvements, Part 1, Boise Area – FY2025*	Non-Interstate	\$5,511,000
19993	Roadway and ADA Improvements, Part 2, Boise Area – FY2023*	Non-Interstate	\$2,536,000
20538	Roadway and ADA Improvements, Part 2, Boise Area – FY2024*	Non-Interstate	\$2,431,000
21898	Roadway and ADA Improvements, Part 2, Boise Area – FY2025*	Non-Interstate	\$2,362,000
20080	Roadway and ADA Improvements, Part 3, Boise Area – FY2023*	Non-Interstate	\$380,000
20683	Roadway and ADA Improvements, Part 3, Boise Area – FY2024*	Non-Interstate	\$380,000
21902	Roadway and ADA Improvements, Part 3, Boise Area – FY2025*	Non-Interstate	\$380,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Non-Interstate	\$13,025,000
21849	SH-45, SH-78 to Melba Road, Canyon and Owyhee Counties	Non-Interstate	\$6,020,000
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	Non-Interstate	\$5,910,000
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	Non-Interstate	\$11,714,000
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	Non-Interstate	\$3,180,000

Key Number	Project	Roadway Type	Total Project Cost
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Non-Interstate	\$34,625,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	Non-Interstate	\$10,028,000
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	Non-Interstate	\$24,290,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	Non-Interstate	\$3,717,000
Total			\$351,602,000

*The "Capital Maintenance" and "Roadway and ADA Improvement" projects listed above may not have specific segments identified. Some segments may not be on the NHS.

**The I-84, Franklin Interchange to Karcher Interchange, Canyon County includes rebuilding existing lanes and also widening the interstate to add one additional lane in each direction.



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 and a minimum percentage of bridges in "poor" condition on the NHS (Table 13).

Table 13: FY2018 and FY2019 Bridge Conditions and FY2022 Targets

Bridge Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2022 Target
Good	38.7%	18.9%	29.09%	17.75%	At least 19%
Fair	60.7%	78.8%	70.46%	77.95%	N/A
Poor	0.6%	2.3%	0.45%	4.30%	<3%
Total	100%	100%	100%	100%	

Grey highlight = targets or totals

Green highlight = meets targets

Peach highlight = does not meet targets

2018 bridge conditions are shown on an interactive map called the COMPASS TIP Viewer found on the COMPASS [website](#)³³. The map is not shown in this report, as the scale is difficult to see in a small print version.

Bridge condition targets aim to improve or maintain a certain percentage of bridges in good condition on the NHS. In the COMPASS planning area, only two bridges on the NHS are considered to be in poor condition: 10th Avenue Bridge in Caldwell and the I-84, Blacks Creek Road Interchange. These two bridges were both funded in FY2019 and are currently under construction for full replacement. The Snake River Bridge, on the southern edge of the COMPASS planning area, is also under

³³ COMPASS TIP Viewer:

<https://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=b0a54a77f8d047aa9b8b479347cc0463>. Contact COMPASS staff if you need assistance at 208-855-2558.

construction for full replacement. See Table 14 for a list of bridge projects in the TIP.

Table 14: Analysis of Projects that Improve Bridge Condition on the NHS, in the FY2021-2027 TIP (as of September 2020)

Key Number	Project ¹	Current Condition	Year Built	Treatment	Total Project Cost
20251	I-84, Bridge Repairs, District 3 – FY2021			Repairs	\$1,571,000
	Franklin Boulevard	Good	2000		
	Phyllis Canal	Good	2012		
	Union Pacific Railroad	Good	2011		
	11th Avenue in Nampa	Good	2010		
20405	I-84, Bridge Repairs, District 3 – FY2022			Repairs	\$1,706,000
	Sand Hollow Road	Good	1962		
	Purple Sage Road	Good	1962		
	Galloway Road	Good	1962		
	US 20/26 (Chinden)	Fair	1964		
	Ten Mile Road	Good	2011		
	Locust Grove Road	Fair	2008		
	Ridenbaugh Canal	Fair	1966		
	Indian Creek	Good/Fair	1960		
	Mayfield Road	Good	1960		
22619	I-84, Ustick Road Overpass, Canyon County	Good	1966	Replace and Widen	\$10,349,000
20536	*Microseals, Ada and Canyon Counties (US 20/26 south of Front to south side of Boise River (Broadway Bridge))	Good	2016	Preservation	\$2,483,000
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian	Good	1956	Replacement	\$4,480,000
Total					\$20,589,000

*Project cost includes multiple segments; some of which are outside the COMPASS planning area.



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 on the NHS (note that this does not mean to improve travel times, but to improve the consistency of travel times) (Table 15).

Table 15: FY2018 and FY2019 Level of Travel Time Reliability and FY2022 Targets

Interstate					
Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2022 Target
Reliable	92.70%	97.90%	90.40%	97.20%	> 90%
Not Reliable	7.30%	2.10%	9.60%	2.80%	
Total	100%	100%	100%	100.00%	
Non-Interstate					
Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2022 Target
Reliable	78.60%	91.50%	76.20%	84.80%	> 70%
Not Reliable	21.40%	8.50%	23.80%	15.20%	
Total	100%	100%	100%	100.00%	

Grey highlight = targets or totals
 Green highlight = meets targets

Travel time reliability provides a more complete look at the on-the-ground experience for the road user than simply reporting congestion, as travel times can vary greatly day-to-day (Figure 11). 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 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.

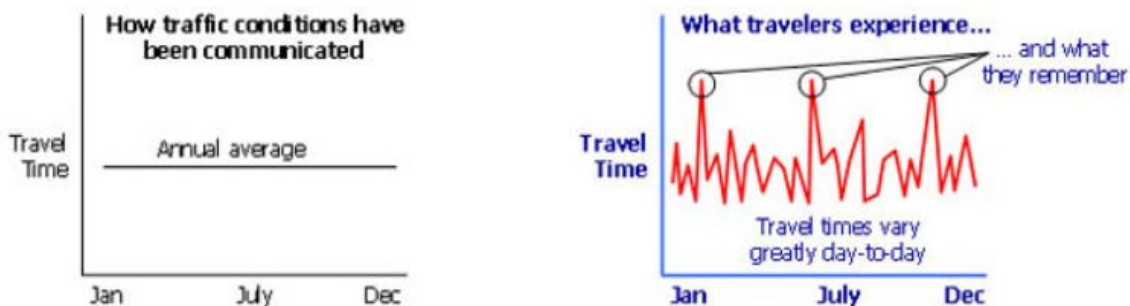


Figure 11: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure website

Level of travel time reliability is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from the Federal Highway Administration's NPMRDS, or equivalent. Data are collected in 15-minute segments during all time periods between 6:00 a.m. and 8:00 p.m. local time.

Travel time reliability measures how consistent travel times are from one point to another, from one day to the next. To determine reliability, data on travel time are examined to see how they vary over time. If the difference between the normal travel time (50th percentile) and the longer travel time (80th percentile time) is greater than 50%, then the segment is unreliable.

Improvements in the reliability of the NHS due to projects programmed through the TIP will be reported in the Congestion Management Annual Report, discussed in Section IV. A sample of the measurement is provided in Figure 12.

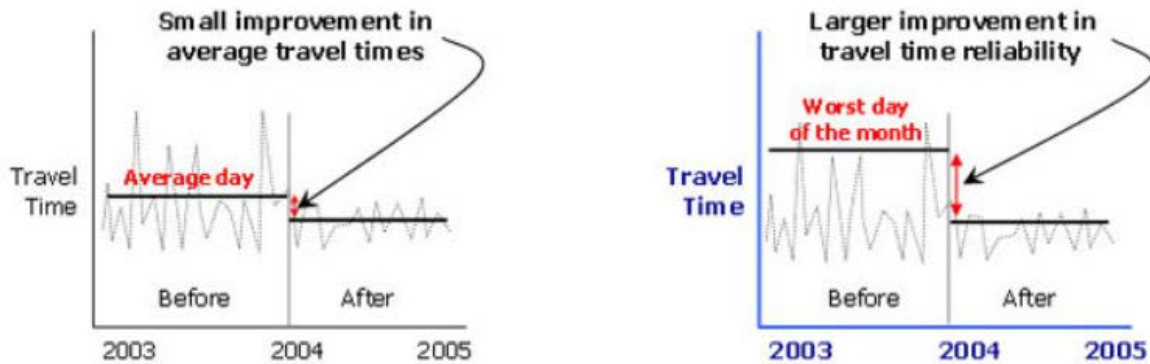


Figure 12: Sample Improvements in Average Travel Times, from FHWA's Performance Measure website

The 2019 level of travel time reliability is shown on an interactive map called the COMPASS TIP Viewer found on the COMPASS [website](#)³⁴. Figure 13, below, is an excerpt of this map showing segments (by direction) that are reliable (gray) and not reliable (red).

³⁴ COMPASS TIP Viewer:
<https://compassidahomaps.arcgis.com/apps/Cascade/index.html?appid=b0a54a77f8d047aa9b8b479347cc0463> Contact COMPASS staff if you need assistance at 208-855-2558.

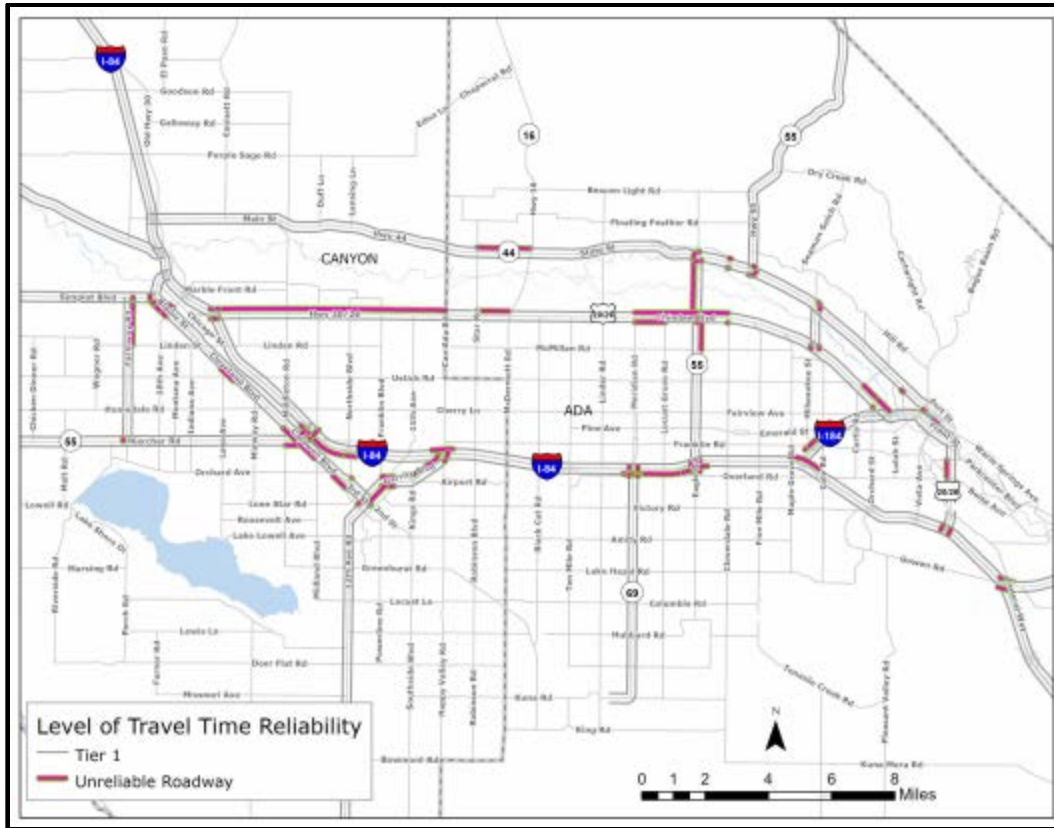


Figure 13: 2019 NHS Level of Travel Time Reliability

More than \$282 million is budgeted to improve travel time reliability in Ada and Canyon Counties on the NHS in the FY2021-2027 TIP between FY2021 and FY2025 (Table 16). Even more funds will be spent on the local systems across the region.

Table 16: Analysis of Projects that Improve Travel Time Reliability on the NHS in the FY2021-2027 TIP (as of September 2020)

Key Number	Project	Roadway Type	Treatment	Total Project Cost
IN205-97	Cole Road, McGlochlin Street to Victory Road, Boise	Non-Interstate	Widen	\$7,728,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	Non-Interstate	Widen	\$3,052,000
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County (broke out into projects below)	Interstate	Widen	\$11,200,000
23079	I-84, Temp Widening, Franklin IC to Karcher IC, Canyon	Interstate	Widen	\$16,800,000
23080	I-84, Franklin IC to Karcher IC, Westbound	Interstate	Widen	\$68,497,000
23081	I-84, Franklin IC to Karcher IC, Eastbound	Interstate	Widen	\$55,000,000
22619	I-84, Ustick Road Overpass, Canyon County	Interstate	Widen	\$9,488,000
20430	Middleton Road and Cornell Street, Intersection Improvements, Middleton	Non-Interstate	Mini-Roundabout	\$553,000
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Non-Interstate	Roundabout	\$2,982,000

Key Number	Project	Roadway Type	Treatment	Total Project Cost
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	Non-Interstate	Realign and widen	\$19,390,000
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle	Non-Interstate	CFI*	\$9,356,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Non-Interstate	Widen	\$8,963,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Non-Interstate	Widen	\$13,025,000
13349	SH-55 (Eagle Road), Meridian Towne Center, Meridian	Non-Interstate	Widen	\$5,476,000
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	Non-Interstate	Widen	\$5,910,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Non-Interstate	Widen	\$34,625,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	Non-Interstate	Widen	\$10,158,000
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	Non-Interstate	Widen	\$24,290,000
CAL1	Ustick Road, Lake Avenue to I-84, Caldwell	Non-Interstate	Widen	\$5,000,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	Non-Interstate	Widen	\$3,717,000
Total				\$282,203,000

*Continuous Flow Interchange



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 Interstate 84 and Interstate 184) (Table 17). 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.

Table 17: FY2017 and FY2019 Truck Travel Time Reliability and FY2018 Target

Interstate					
Condition	FY2017 Regional Reliability Score	FY2017 Statewide Reliability Score	FY2019 Regional Reliability Score	FY2019 Statewide Reliability Score	FY2018 Target
Reliable	1.47	1.17	1.50	1.20	<1.3

Grey highlight = targets or totals

Peach highlight = does not meet targets

2019 truck travel time reliability is shown visually on an interactive map called the COMPASS TIP Viewer found on the COMPASS [website](#)³⁵. Figure 14, below, is an excerpt of this map showing segments that are considered fair (orange) and poor (pink) in regards to truck travel time reliability on the interstate system.

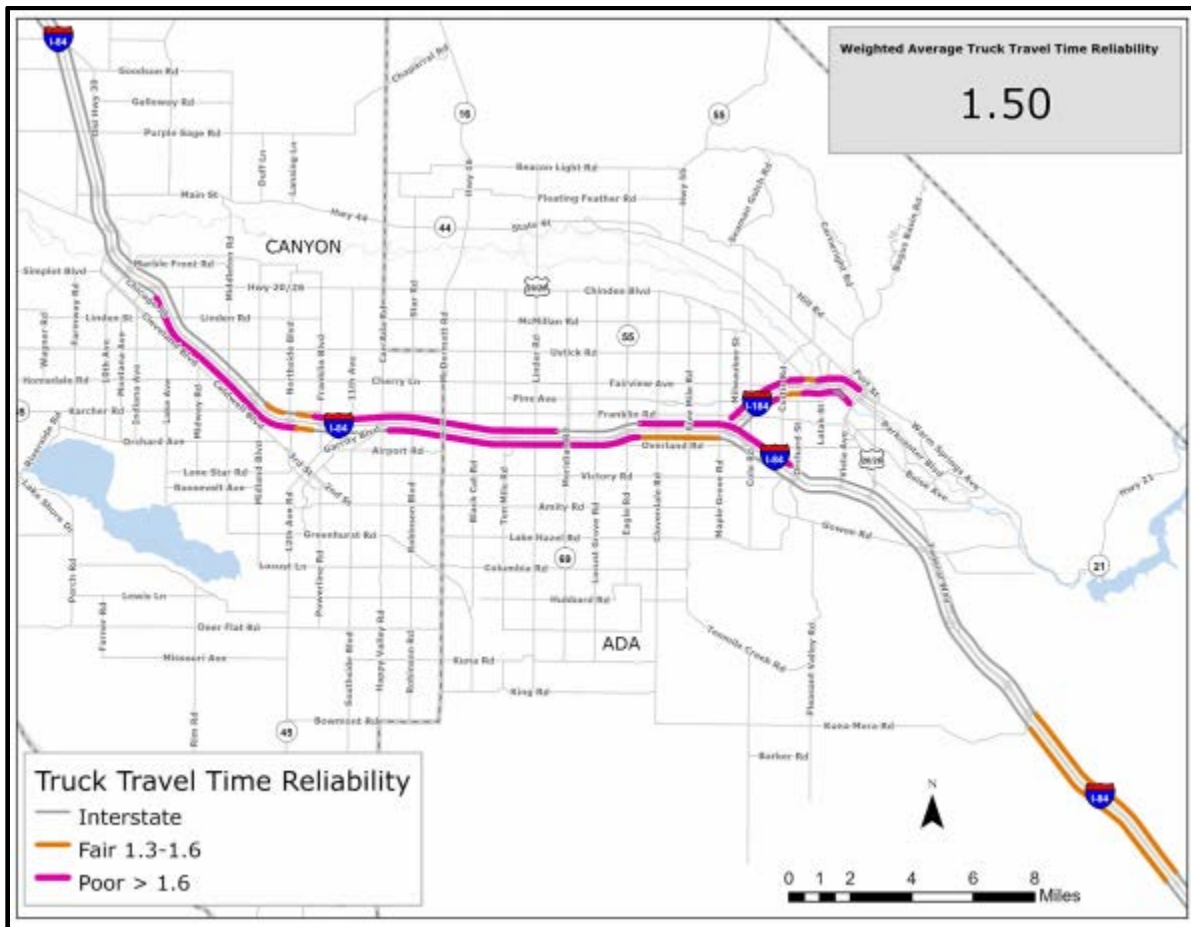


Figure 14: 2019 Truck Travel Time Reliability on the Interstate

The target of less than 1.3 means it would take less than 30% longer at a highly congested level of service to travel through that same segment. The target of less than 1.3 is the statewide target along Interstate 84. Regional travel through Ada and Canyon Counties is likely to score higher due to higher rate of congestion in the area.

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak, midday, and afternoon peak Mondays through Fridays; weekends; and overnights for all days. The TTTR ratio is similar to the level of travel time reliability described earlier, but instead of the 80th percentile, truck travel time reliability is assessed by dividing the 95th percentile

³⁵ COMPASS TIP Viewer: <https://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=b0a54a77f8d047aa9b8b479347cc0463>. Contact COMPASS staff if you need assistance at 208-855-2558.

time by the normal time (50th percentile) for each segment. See Table 18 for an example of how the index works.

Table 18: Truck Travel Time Reliability (TTTR) Index Example

Segment: Longer Travel Time (95 th) divided by Normal Travel Time (50 th) = # seconds ÷ by #seconds = TTTR		
Monday - Friday	6am – 10am	TTTR=72 sec ÷ 50 sec = 1.44
	10am – 4pm	TTTR = 1.39
	4pm – 8pm	TTTR = 1.49
Weekends	6am – 8pm	TTTR = 1.31
Overnight	8pm – 6am	TTTR = 1.20
Maximum TTTR		1.49
Measure: TTTR Index		
<ul style="list-style-type: none"> • Length x Max TTTR = Length-weighted TTTR • Σ (All segment length weighted TTTR) ÷ Σ (All segment lengths) 		

This example segment does not meet the target of less than 1.3; therefore it is considered “not reliable.”

More than \$183 million is budgeted to improve truck travel time reliability in Canyon County on Interstate 84 in the FY2021-2027 TIP (Table 19). 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 Interstate 84 change in the [Congestion Management Annual Report](#)³⁶.

The widening of Interstate 84 from the Karcher Road Interchange to Franklin Boulevard in the City of Nampa is currently under construction, funded in FY2019-2020 (therefore, not included in the FY2021-2027 TIP).

Table 19: Analysis of Projects that Improve Truck Travel Time Reliability on the Interstate in the FY2021-2027 TIP (as of September 2020)

Key Number	Project*	Treatment	Total Project Cost
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County	Widen	\$183,344,000
22619	I-84, Ustick Road Overpass, Canyon County	Widen	\$10,349,000
Total			\$183,344,000

*Projects include some segments that perform within the target.

³⁶ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>



CMAQ – Emissions

On August 20, 2018, the COMPASS Board of Directors adopted a position to support the CMAQ – emissions target established by ITD. The ITD target is zero, as ITD does not claim “emission reductions” when CMAQ funds are used on a project; therefore, no changes to vehicles emissions as a result of this funding are reported. See page 14 for more information on how CMAQ funds are used in Idaho.

VI. AIR QUALITY CONFORMITY

The Clean Air Act mandates that any transportation project using federal funds or deemed to be “regionally significant” in nonattainment or maintenance areas cannot contribute to a degradation of air quality. Thus, transportation plans must “conform” to air quality plans. Transportation conformity is demonstrated in a nonattainment or maintenance area when it can be shown, within the applicable guidelines and regulations, that planned transportation projects listed in a transportation program (e.g., a TIP) or plan will not cause or contribute to exceedances of the U.S. Environmental Protection Agency’s (EPA’s) health- based air quality standards. A finding of nonconformity would prevent the implementation of certain federally funded and/or regionally significant transportation projects.

The air quality conformity demonstration finds that the projects contained in the DRAFT FY2021-2027 TIP meet air quality conformity requirements for Northern Ada County.

The [Northern Ada County PM10 State Implementation Plan, Maintenance Plan: Ten-Year Update](#)³⁷ contains motor vehicle emissions budgets for three pollutants: PM₁₀, oxides of nitrogen, and volatile organic compounds. Emissions budget tests, as required by 40 Code of Federal Regulations (CFR) 93.118, demonstrate conformity of the FY2021-2027 draft TIP. The [Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan](#)³⁸ does not contain any motor vehicle emissions budgets. However, COMPASS conducts a build versus no build carbon monoxide emissions analysis per the carbon monoxide limited maintenance plan in accordance with EPA’s limited maintenance plan option.

The complete air quality conformity demonstration, *Conformity Demonstration for the FY2021-2027 Regional Transportation Improvement Program*, Report Number 02-2021, is provided under separate cover and can be found [online](#).³⁹

³⁷ Northern Ada County Maintenance Plan: <https://www2.deq.idaho.gov/admin/LEIA/api/document/download/15913>

³⁸ Northern Ada County Second 10-Year Carbon Monoxide Limited Maintenance Plan: <https://www.compassidaho.org/documents/planning/studies/909866-ada-county-co-maintenance-plan-2011.pdf>

³⁹ Air Quality Conformity Demonstration: <http://www.compassidaho.org/prodserv/aq-demo.htm>.

VII. REGIONALLY SIGNIFICANT PROJECTS

The TIP includes all federally funded and “regionally significant” projects, regardless of funding source, in COMPASS’ planning area. If federal funds are not used on the project, the listing is considered more informational in nature and may not include as much detail or review as a federally-funded project.

40 CFR 93.101 defines a regionally significant project as:

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

VIII. 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:

2020-2024 Integrated Five-Year Work Plan, ACHD, September 2020.

2040 Long-Range Transportation Plan, ITD, December 2019.

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 2.0, regional long-range transportation plan for Ada and Canyon Counties, COMPASS, December 2018.

Downtown Boise Mobility Study, VRT, October 2005.

Draft 2021-2025 Integrated Five-Year Work Plan, ACHD, June 2020.

Draft FY21 to FY27 Idaho Transportation Investment Program (ITIP), Draft for Public Comment, ITD, July 2020.

Idaho Public Transportation Plan, ITD, April 2018.

Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan, Idaho Department of Environmental Quality (DEQ), September 2012.

Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update, DEQ, March 2013⁴⁰.

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

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

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

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

ValleyConnect 2.0, VRT, April 2018.

IX. 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 funding is available. In addition, financial constraint must show that agencies receiving the funds programmed through this document are able to continually maintain and operate the transportation systems for which they receive funding. Based on COMPASS' analyses, funding is reasonably assumed to be available for the projects contained in this document.

COMPASS uses ITD's funding assumptions to estimate available funds for highways and public transportation programs.

⁴⁰ 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.

A. Highway Funding Assumptions

Highway funding assumptions for individual funding sources are based on 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 FY2020 are reflective of apportionments in the FAST Act. FY2021 through FY2027 funding levels are flat-lined based on FY2020 apportionments, as the FAST Act expires in FY2020.

Funds in the list of projects (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.

2. State Funding Assumptions

Estimates of state funds available for capital construction take into account projected revenues, the availability 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. Two bills were passed in FY2020 that effect transportation funding.

House Bill 334 increases funding for the local bridge inspection account by \$75,000 annually to \$175,000. While this legislation does not impact revenue, it does reduce the amount available for distribution from the Highway Distribution Account.

Senate Bill 1379 uses existing law enforcement and ITD resources to inspect commercial vehicles for dyed fuel. This should increase revenue from special fuel taxes because it will act as a deterrent to those drivers who illegally use dyed diesel on highways.

Senate Bill 1201, passed in the FY2019 Legislative session, removes the Idaho State Police from the Highway Distribution Account distribution formula over a period of five years beginning with the FY2022 appropriation. This action will result in an additional \$1.9

million per year for a total of approximately \$11 million to the State Highway Account when the transition is complete in FY2026.

The estimated state funding for FY2021 through FY2027 for highway capital construction ranges from \$106,200,000 to \$142,500,000 annually.

3. GARVEE Bonding Assumptions

ITD uses GARVEE bonds to help fund transportation projects. These bonds do not pledge the full faith and credit of the state; ITD uses federal highway revenue to repay them. Idaho Code allows no more than 30% of ITD's federal apportionment to be used for debt service.

Prior to FY2017, the Idaho Legislature authorized ITD to secure financing to fund \$857,000,000 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 \$300,000,000 in new GARVEE bonds to fund additional projects to be selected by the Idaho Transportation Board.

Estimated debt service is approximately \$69,500,000 annually, including the original \$857,000,000 and the new \$300,000,000 legislative authorization. Approximately \$64,000,000 of the debt service are federal funds and approximately \$5,500,000 are state matching funds.

B. Public Transportation Funding Assumptions

ITD is the direct recipient of FTA funding for rural and some small urban programs, and VRT is the direct recipient for large urban and other small urban programs. The funds managed by ITD and VRT support fixed route and paratransit services, mobility management, program administration support, transportation services for the elderly and people with disabilities, buses and bus facilities, and general operations and maintenance of the public transportation system in Ada and Canyon Counties.

The FAST Act is set to expire on September 30, 2020. Recipients of federal funds typically assume the same levels of funding for planning purposes until a new authorization bill is passed by Congress. Based on this assumption, the total estimated federal funding for rural and small urban programs for FY2021 is \$15.1 million.

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 \$12.2 million in FY2021.

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 MPOs

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.

Financial Status of ITD Projects

The FY2021-2027 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 three sources. The State of Idaho receives 46.0% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 51.7% 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 2.3% from other revenues such as local match (Table 20).

Table 20: ITD FY2021 Appropriations

Amounts in millions and rounded.

Fund Sources	State	Federal	Other	Total
Distribution of Highway User Revenue to ITD	\$301.6	-	-	\$301.6
Cigarette Tax – for debt Service (state match)	\$4.7	-	-	\$4.7
Cigarette Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$0.6	-	-	\$0.6
1% Sales Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$19.3	-	-	\$19.3
Aviation Fuel Tax	\$2.1	-	-	\$2.1
Federal	-	\$340.0	-	\$340.0
Local Match	-	-	\$4.7	\$4.7
Services for State Agencies	-	-	\$0.3	\$0.3
Miscellaneous State	\$47.6	-	-	\$47.6
FHWA Funds Appropriated as State	\$25.0	(\$25.0)	-	\$0
Prior Year Federal Authority Obligated	-	\$40.0	-	\$40.0
Pre-FY2021 Funding Received / Secured	\$23.3	\$35.4	\$14.5	\$73.2
Cash Adjustment	\$16.0	-	-	\$16.0
Total Fund Sources	\$440.2	\$390.4	\$19.5	850.1

Expenditures				
Personnel	\$117.7	\$14.8	\$0.4	\$132.9
Operating	\$90.9	\$8.6	\$0.2	\$99.7
Capital Facilities	\$3.6	-	-	\$3.6
Equipment	\$30.2	-	-	\$30.2
Sub-Grantee (Pass-Through)	\$3.2	\$20.9	-	\$24.1
Construct Construction & Right-of-Way Acquisition	\$188.6	\$284.6	\$18.9	\$492.2
Total Expenditures (spending authority)	\$434.2	\$328.9	\$19.5	\$782.6

54.1% 46.3% 2.3%

Debt Service	\$5.0	\$61.5	-	\$66.5
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Total Program Funding	\$439.1	\$390.4	\$19.5	\$849.1
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51.7% 46.0% 2.3%

Funds in Excess of Appropriation	\$1.1	-	(\$0.1)	\$1.0
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HDA revenue is obtained from various sources and distributed to multiple agencies. ITD's revenue forecast (Table 21) provides the summary of how these funds are forecasted for FY2021.

Table 21: ITD Highway User Revenue - FY2021

Amounts in millions and rounded.

Revenue Sources	HDA	New Revenue	Total
Motor Fuel Taxes	\$283.5	\$72.6	\$356.1
Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection	(\$21.2)		(\$21.2)
Less: Ethanol transfer to ITD	(\$17.7)		(\$17.7)
Net Motor Fuel to Distribute	\$244.6	\$72.6	\$317.2
Registrations	\$122.5	\$41.1	\$163.6
Other	\$11.2		\$11.2
Net to Distribute	\$378.2	\$113.8	\$492.0

Distributions	HDA	New Revenue	Total
ITD (57% HDA) / (60% New Revenue)	\$215.6	\$68.3	\$283.9
Ethanol Transfer to ITD	\$17.7		\$17.7
Total to ITD	\$233.3	\$68.3	\$301.6
Idaho State Police (5% HDA) / (0% New Revenue)	\$18.9		\$18.9
Locals (38% HDA) / (40% New Revenue)	\$143.7	\$45.5	\$189.2
Total Distributions	\$378.2	\$113.8	\$492.0

Sub-Allocation of Locals Distribution	HDA	New Revenue	Total
Locals (38% HDA) / (40% New Revenue)	\$143.7	\$45.5	\$189.2
Less: LHTAC	(\$0.5)	(\$0.1)	(\$0.6)
Net Local to Distribute	\$143.2	\$45.4	\$188.6
Cities (30%)	\$43.0	\$13.6	\$56.6
Counties and Highway Districts (70%)	\$100.2	\$31.8	\$132.0

Based on August 2020 Forecast

New revenue is the result of 2015 legislation (HB312)

ITD's STIP outlines the department's transportation revenues and expenditures for capital improvement and preservation projects from FY2021 through FY2027. 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 MPO's TIPs.

ITD's budget policy section estimates revenues into the state HDA based on past performance and future economic and use factors (Table 22). The amounts shown include the match and federal funds estimated to be available to programmed projects.

Table 22: Available Funding* with Match vs. Programmed Projects DRAFT FY2021-2027 Idaho Transportation Investment Program

Amounts in \$1,000 and rounded.

Program Name	Idaho Transportation Investment Program (ITIP)															
	Statewide Transportation Improvement Program (STIP)								FY2025*		(PREL for Locals) FY2026*		FY2027*		Sum FY21-27	
	FY2021*		FY2022*		FY2023*		FY2024*		Available	Program	Available	Program	Available	Program	Available	Program
Pavement Preservation (Commerce)	27,546	23,495	31,389	31,576	14,200	15,852	24,740	25,815	38,477	37,422	28,609	28,298	61,683	44,391	226,644	206,848
Pavement Preservation (Non-Commerce)	9,684	8,196	9,534	12,681	10,833	11,029	6,894	6,720	8,473	8,074	6,202	6,533	18,000	14,218	69,620	67,450
Pavement Restoration	71,739	80,808	81,104	62,269	64,686	64,776	92,621	77,017	94,195	73,512	140,914	117,917	58,538	70,426	603,797	546,725
<i>State Highway System (SHS) Pavements</i>	<i>108,969</i>	<i>112,499</i>	<i>122,027</i>	<i>106,526</i>	<i>89,719</i>	<i>91,657</i>	<i>124,255</i>	<i>109,552</i>	<i>141,145</i>	<i>119,008</i>	<i>175,725</i>	<i>152,747</i>	<i>138,221</i>	<i>129,035</i>	<i>900,061</i>	<i>821,024</i>
Bridge Preservation	23,522	26,565	13,611	14,506	25,640	29,097	18,722	17,413	13,139	13,121	15,372	16,389	15,000	15,721	125,006	132,813
Bridge Restoration	43,479	29,264	62,779	68,684	97,080	92,875	82,406	88,877	55,370	97,783	50,396	71,947	65,000	58,648	456,510	508,079
<i>SHS Bridges</i>	<i>67,001</i>	<i>55,829</i>	<i>76,390</i>	<i>83,190</i>	<i>122,720</i>	<i>121,972</i>	<i>101,128</i>	<i>106,291</i>	<i>68,509</i>	<i>110,904</i>	<i>65,768</i>	<i>88,336</i>	<i>80,000</i>	<i>74,370</i>	<i>581,516</i>	<i>640,892</i>
Supporting Infrastructure Assets	7,000	7,658	7,000	7,487	7,000	7,579	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	49,000	50,724
Safety – Rest Areas	-	1,260	-	-	-	-	-	-	-	-	-	-	-	-	-	1,260
Safety Capacity	-	8,594	-	47,283	-	58,540	-	48,124	-	44,895	-	20,970	-	37,324	-	265,730
Safety & Capacity	87,378	83,746	99,840	119,139	93,579	109,278	73,168	97,159	89,522	92,400	57,991	67,004	80,000	87,837	581,478	656,564
<i>(Row 4+7+8+9+12) SHS CORE</i>	<i>270,348</i>	<i>260,992</i>	<i>305,257</i>	<i>316,342</i>	<i>313,018</i>	<i>330,487</i>	<i>305,551</i>	<i>320,001</i>	<i>306,176</i>	<i>329,312</i>	<i>306,484</i>	<i>315,088</i>	<i>305,221</i>	<i>298,242</i>	<i>2,112,055</i>	<i>2,170,463</i>
Significant Projects & Corridors	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Formula Debt Service + Fees & Interest ¹	67,476	67,476	69,510	69,510	69,536	69,536	69,550	69,550	69,612	69,612	69,621	69,621	71,051	71,051	486,356	486,356
SHS Strategic	67,476	67,476	69,510	69,510	69,536	69,536	69,550	69,550	69,612	69,612	69,621	69,621	71,051	71,051	486,356	486,356
System Support	6,500	11,956	6,500	7,847	6,500	7,596	6,500	7,596	6,500	7,626	6,500	6,500	6,500	6,500	45,500	55,621
State Board Unallocated	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	35,000	35,000
SHS Other	11,500	16,956	11,500	12,847	11,500	12,596	11,500	12,596	11,500	12,626	11,500	11,500	11,500	11,500	80,500	90,621
Planning & Scoping	2,100	2,430	1,600	1,835	1,600	1,625	1,600	1,350	250	1,350	-	-	-	-	7,150	8,590
Metropolitan Planning	1,885	1,895	1,885	1,895	1,885	1,895	1,885	1,895	1,885	1,895	-	-	-	-	9,423	9,475
State Planning and Research	7,030	7,090	7,030	7,090	7,030	7,090	7,031	7,090	7,031	7,066	-	-	-	-	35,153	35,426
Highway Planning	11,015	11,415	10,515	10,820	10,515	10,610	10,515	10,335	9,166	10,311	-	-	-	-	51,726	53,491
Recreational Trails	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	-	-	-	-	8,553	8,555
Transportation Alternatives (TAP)	3,822	3,322	3,822	3,518	3,822	5,180	3,822	3,822	3,822	3,822	-	-	-	-	19,109	19,664
Freight	10,393	13,330	10,393	7,421	10,393	9,162	10,394	-	10,394	4,336	10,394	2,988	10,394	13,767	72,755	51,003
Congestion Mitigation/Air Quality (CMAQ)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Statewide Competitive	15,925	18,363	15,925	12,650	15,926	16,053	15,926	5,533	15,926	9,869	10,394	2,988	10,394	13,767	100,417	79,222
STBG – Local Urban	8,831	8,892	8,831	9,002	8,831	8,699	8,831	8,855	8,831	9,329	30,000	32,598	-	-	74,155	77,374
STBG – Transportation Mgt Area	10,887	10,908	10,887	10,886	10,887	10,887	10,887	10,887	10,887	10,108	21,774	10,901	-	-	76,208	64,576
TAP – Transportation Mgt Area	480	400	480	479	480	480	480	480	480	480	960	733	-	-	3,358	3,051
STBG – Local Rural	14,683	11,258	14,646	18,010	14,538	11,304	14,430	12,329	14,322	12,504	43,431	43,431	-	-	116,049	108,837
Bridge, Local	5,447	5,293	5,447	3,555	5,447	7,514	5,447	4,143	5,447	5,320	23,335	23,335	-	-	50,570	49,159
Bridge, Off System	4,085	7,014	4,085	2,612	4,085	5,251	4,085	7,489	4,085	6,029	8,654	8,654	-	-	29,078	37,049
Safety - Local	8,904	8,904	8,904	8,904	8,904	8,904	8,904	8,905	8,905	8,904	8,905	17,634	8,905	8,905	62,330	71,059
Safety – Railroad Crossings	2,191	3,080	2,191	1,915	2,191	1,755	2,191	1,515	2,191	2,090	2,191	2,191	2,191	2,191	15,338	14,737
Highway Local	55,507	55,749	55,470	55,363	55,362	54,793	55,255	54,602	55,147	54,764	139,249	139,477	11,096	11,096	427,086	425,843

Amounts in \$1,000 and rounded.

Idaho Transportation Investment Program (ITIP)																
Program Name	Statewide Transportation Improvement Program (STIP)								FY2025*		(PREL for Locals) FY2026*		FY2027*		Sum FY21-27	
	FY2021*		FY2022*		FY2023*		FY2024*		Available	Program	Available	Program	Available	Program	Available	Program
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
<i>LHTAC Programs</i>	33,119	32,469	33,081	33,081	32,974	32,972	32,866	32,866	32,758	32,758	84,325	93,054	8,905	8,905	258,027	266,104
<i>Highway Federal Formula & State Funds</i>	431,772	430,951	468,177	477,531	475,857	494,074	468,297	472,617	467,527	486,494	537,248	538,674	409,261	405,655	3,258,139	3,305,997
High Priority (TEA-21)	18,426	18,426	-	-	-	-	-	-	-	-	-	-	-	-	18,426	18,426
Discretionary Earmarks	5,182	5,182	-	-	-	-	-	-	-	-	-	-	-	-	5,182	5,182
Emergency Relief	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal Lands Access	13,898	11,027	13,898	17,110	13,898	18,482	13,898	17,699	13,898	1,686	-	-	-	-	69,490	66,004
Indian Reservation Roads	1,000	1,000	1,007	1,007	457	457	887	887	-	-	-	-	-	-	3,352	3,352
Other Federal Non-Formula	5,262	5,262	2,262	2,262	2,062	2,062	2,262	2,262	462	462	-	-	-	-	12,310	12,310
<i>Highway Other Federal Programs</i>	43,768	40,897	17,167	20,379	16,417	21,001	17,047	20,848	14,360	2,148	-	-	-	-	108,760	105,274
Federal Non-Participating	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local/Private Partnership	8,170	8,170	448	448	1,964	1,964	380	380	1,835	1,835	-	-	780	780	13,577	13,577
<i>Highway Other Programs</i>	8,170	8,170	448	448	1,964	1,964	380	380	1,835	1,835	-	-	780	780	13,577	13,577
<i>GARVEE 2017 Legislative Authorization¹</i>	78,697	78,697	-	-	-	-	-	-	-	-	-	-	-	-	78,697	78,697
<i>Highways Total</i>	562,407	558,715	485,792	498,359	494,239	517,040	485,724	493,845	483,722	490,477	537,248	538,674	410,041	406,435	3,459,172	3,503,544
Capital	16,925	16,925	16,730	16,730	16,163	16,163	16,420	16,420	15,823	15,823	8,393	8,393	-	-	90,454	90,454
Operations	55,020	55,020	27,792	27,792	27,862	27,862	27,900	27,900	27,918	27,918	2,624	2,624	-	-	169,116	169,116
<i>Public Transit Total</i>	71,945	71,945	44,522	44,522	44,025	44,025	44,320	44,320	43,741	43,741	11,017	11,017	-	-	259,570	259,570
New Airport Facility	5,444	5,444	13,559	13,559	5,308	5,308	9,212	9,212	7,711	7,711	5,399	5,399	150	150	46,783	46,783
<i>Airport Facility Maintenance</i>	32,275	32,275	21,277	21,277	29,751	29,751	26,373	26,373	14,042	14,042	5,399	5,399	150	150	129,267	129,267
Airport Planning	266	266	1,867	1,867	884	884	558	558	493	493	5,279	5,279	5,000	5,000	14,347	14,347
Aviation System Planning	583	583	289	289	-	-	311	311	-	-	407	407	-	-	1,590	1,590
<i>Aeronautics Total</i>	38,568	38,568	36,992	36,992	35,943	35,943	36,454	36,454	22,246	22,246	16,484	16,484	5,300	5,300	191,987	191,987
<i>Grand Total</i>	672,920	669,228	567,306	579,873	574,207	597,008	566,498	574,619	549,709	556,464	564,749	566,175	415,341	411,735	3,910,729	3,955,101

* Available estimates are to be used for planning purposes only. Federal FY2020 is last year of FAST 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 **Includes set-asides for short/under-programmed programs**

¹ Grant Anticipation Revenue Vehicle (GARVEE) bonds provide no net additional transportation funding as they are repaid with future federal funds via debt service.

PREL = preliminary development, or beyond the first five years of the program

TEA-21 (Transportation Equity Act for the 21st Century) = the transportation authorization bill enacted in 1998

Financial Status of Project Sponsoring Entities

Roadway Jurisdictions

While local agencies with roadway jurisdiction develop their own budgets, and allocate funding to transportation projects in their jurisdictions, each agency is required to report budgetary information to ITD on an annual basis through the annual "Road and Street Report." The following information is summarized from each agency's Road and Street Report to provide background budgetary information.

In FY2019, the local roadway jurisdictions in Ada and Canyon Counties budgeted only 1.82% of their budget on capital construction projects. The majority of their funds (58.98%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 21.44% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed 9.35% of the budgets. Finally, administrative costs were 8.41% of the overall expenses for roadway jurisdictions.

The local roadway jurisdictions collectively reported on their FY2019 Road and Street Reports that over \$60 million of maintenance work is currently deferred, due to lack of funding.

Tables 23 through 25 provide FY2019 financial information from local agencies with roadway jurisdictions in Ada and Canyon Counties. Additional information is provided in Appendix D. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 23: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2019

	Total Local Income	Total State Income	Total Federal Income	Total Income
Highway Districts				
ACHD	\$82,949,759	\$36,676,179	\$2,968,788	\$122,594,726
Canyon Highway District	\$6,053,910	\$3,213,492	\$171,311	\$9,438,713
Nampa Highway District	\$1,360,633	\$1,921,490	\$212,856	\$3,494,979
Golden Gate Highway District	\$8,446,434	\$4,582,297	\$0	\$13,028,731
Notus-Parma Highway District	\$996,860	\$1,306,853	\$0	\$2,303,713
Cities				
Caldwell	\$4,497,657	\$5,473,163	\$500,879	\$10,471,699
Greenleaf	\$36,461	\$42,268	\$0	\$78,729
Melba	\$6,572	\$59,179	\$0	\$65,751
Middleton	\$1,143,038	\$405,061	\$66,703	\$1,614,802
Nampa	\$6,746,223	\$4,864,291	\$0	\$11,610,514
Notus	\$22,237	\$134,051	\$0	\$156,288
Parma	\$175,109	\$108,345	\$0	\$283,454
Wilder	\$58,197	\$81,774	\$17,605	\$157,576
Total	\$112,493,090	\$58,868,443	\$3,938,142	\$175,299,675

Source: 2019 Road and Street Report, Self-Reported, September 30, 2019.

Table 24: Total Disbursements for Agencies with Roadway Jurisdiction, FY2019

	Total Construction Costs	Total Reconstruction Costs	Total Routine Maintenance	Total Equipment	Administration	*Other Expenses	Total Disbursements
Highway Districts							
ACHD	\$1,878,637	\$45,879,928	\$26,885,088	\$9,631,817	\$7,763,291	\$26,864,271	\$118,903,032
Canyon Highway District	\$0	\$5,488,252	\$1,484,899	\$1,350,041	\$773,203	\$1,058,540	\$10,154,935
Nampa Highway District	\$0	\$658,474	\$914,069	\$293,699	\$543,545	\$312,801	\$2,722,588
Golden Gate Highway District	\$786,545	\$2,570,414	\$2,950,937	\$1,218,328	\$514,714	\$3,433,188	\$11,474,126
Notus-Parma Highway District	\$0	\$234,316	\$507,874	\$293,591	\$430,289	\$123,367	\$1,589,437
Cities							
Caldwell	\$293,429	\$911,587	\$1,138,700	\$1,738,066	\$1,413,442	\$2,032,230	\$7,527,454
Greenleaf	\$0	\$2,515	\$30,599	\$5,325	\$24,045	\$26,408	\$88,892
Melba	\$0	\$0	\$869	\$2,155	\$22,745	\$7,815	\$33,584
Middleton	\$3,000	\$163,621	\$297,519	\$169,681	\$85,502	\$633,364	\$1,352,687
Nampa	\$0	\$4,776,604	\$2,270,892	\$676,938	\$2,244,332	\$863,741	\$10,832,507
Notus	\$0	\$35,055	\$17,355	\$1,746	\$377	\$11,306	\$65,839
Parma	\$0	\$83,325	\$65,068	\$49,018	\$27,882	\$29,247	\$254,540
Wilder	\$38,726	\$33,189	\$5,690	\$7,167	\$47,774	\$14,464	\$147,010
Total	\$3,000,337	\$60,837,280	\$36,569,559	\$15,437,572	\$13,891,141	\$35,410,742	\$165,146,631

*Other expenses, such as property purchase, audits, engineering services, payments to local governments, etc.

Source: 2019 Road and Street Report, Self-Reported, September 30, 2019.

Table 25: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2019

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjust	Closing Fund Balance	Obligated for projects	Retained for operations
Highway Districts								
ACHD	\$27,274,753	\$122,594,726	\$118,903,032	\$3,691,694	\$0	\$30,966,447	\$30,966,447	\$0
Canyon Highway District	\$6,255,386	\$9,438,713	\$10,154,935	-\$716,222	-\$436,084	\$5,103,080	\$4,603,078	\$500,000
Nampa Highway District	\$1,248,654	\$3,494,979	\$2,722,588	\$772,391	\$0	\$2,021,045	\$1,809,045	\$212,000
Golden Gate Highway District	\$8,280,216	\$13,028,731	\$11,474,126	\$1,554,605	\$0	\$9,834,821	\$6,392,137	\$3,442,684
Notus-Parma Highway District	\$2,034,883	\$2,303,713	\$1,589,437	\$714,276	\$0	\$2,749,159	\$2,280,585	\$468,574
Cities								
Caldwell	\$3,588,502	\$10,471,699	\$7,527,454	\$2,944,245	\$0	\$6,532,747	\$0	\$0
Greenleaf	\$130,509	\$78,729	\$88,892	-\$10,163	\$0	\$120,346	\$120,346	\$0
Melba	\$0	\$65,751	\$33,584	\$32,167	\$0	\$32,167	\$23,000	\$0
Middleton	\$0	\$1,614,802	\$1,352,687	\$262,115	\$0	\$262,115	\$262,115	\$0
Nampa	\$7,915,703	\$11,610,514	\$10,832,507	\$778,007	\$0	\$8,693,710	\$0	\$0
Notus	\$0	\$156,288	\$65,839	\$90,449	\$0	\$90,449	\$90,449	\$0
Parma	\$414,458	\$283,454	\$254,540	\$28,914	\$0	\$443,372	\$150,000	\$293,372
Wilder	\$161,365	\$157,576	\$147,010	\$10,566	\$0	\$171,931	\$171,931	\$0
Total	\$57,304,429	\$175,299,675	\$165,146,631	\$10,153,044	\$436,084	\$67,021,389	\$46,869,133	\$4,916,630

Source: 2019 Road and Street Report, Self-Reported, September 30, 2019.

Valley Regional Transit (VRT)

VRT, the regional transit authority, is the main recipient of the FTA funds in the Treasure Valley — specifically formula funds for the Boise and Nampa Urbanized Areas and programs for elderly persons or persons with disabilities and for bus and bus facilities in the Boise Urbanized Area.

All local match for the large and small urban areas, outside of directly generated revenues, comes from the voluntary contributions of local jurisdictions from their general funds. Local contributions are determined through the annual budgeting process of each local jurisdiction. This ties VRT's funding levels directly to the annual funding priorities of local jurisdictions. Future service and capital expenditures depend on local jurisdiction priorities and financial capacity; as local priorities change, so does the forecast for public transportation service levels and capital investments.

Budget projections, including inflation, predict that without additional funding, service could be negatively affected and/or VRT would need to push out needed maintenance and capital projects in the Boise and Nampa Urbanized Areas. See additional details in Appendix D. VRT reports a capital shortfall of \$17 million.

Table 26 provides VRT's FY2021 summary budget. VRT's future budget is based on historical trends and assumes continuation of funding from local jurisdictions at least at the current rate, plus an approximate 2% increase to cover inflation. However, in FY2020, the City of Boise committed to increasing its contribution to VRT to increase service and fund capital replacements (i.e., buses, equipment, and facilities). The City of Eagle and Ada County are providing additional funding to increase service within the City of Eagle, and the City of Meridian is providing funds to start a fixed-line service within the city. The City of Meridian's expanded contribution for FY2020 and FY2021 will expand the bus fleet; new fixed-line service is expected to begin in FY2021.

In order to provide more certainty to the public transportation program, VRT is developing a five year service and capital plan called the Transportation Development Plan (TDP). This plan will provide more opportunities to align local funding priorities with multi-year public transportation investments. VRT presented the first draft of the TDP to its board in August 2020 and expects a final TDP to be adopted in January 2021.

Table 26: VRT FY2021 Budget Summary by Budget Area

Fiscal Year 2021 Budget			
Budget Summary by Budget Area			
REVENUES		EXPENSES	
Regional Overhead and Operations		Regional Overhead and Operations	
Directly Generated Revenues	\$ 100,000	Wages and Salaries	\$ 1,768,497
Auxiliary Revenues	383,653	Fringe Benefits	1,133,787
Federal Assistance	4,106,073	Professional Services	1,514,042
Local Assistance	3,161,298	Materials and Supplies	195,005
TOTAL	\$ 7,751,024	Utilities	116,086
		Casualty and Liability	108,954
		Purchased Transportation	1,880,440
		Miscellaneous	482,858
		Subrecipient Pass Through	488,000
		Interest	400
		Leases and Rentals	62,955
		TOTAL	\$ 7,751,024
Ada County Transportation		Ada County Transportation	
Directly Generated Revenues	\$ 813,906	Wages and Salaries	\$ 4,458,559
Auxiliary Revenues	226,507	Fringe Benefits	3,602,788
Federal Assistance	2,480,283	Professional Services	605,351
Local Assistance	6,908,939	Materials and Supplies	979,350
TOTAL	\$ 10,429,635	Utilities	216,300
		Casualty and Liability	274,387
		Purchased Transportation	
		Miscellaneous	168,200
		Interest	-
		Leases and	124,7
		TOTAL	\$ 10,429,635
Canyon County		Canyon County	
Directly Generated Revenues	\$ 176,954	Wages and Salaries	\$ 1,016,544
Auxiliary Revenues	88,086	Fringe Benefits	472,207
Federal Assistance	1,222,177	Professional Services	233,674
Local Assistance	775,268	Materials and Supplies	356,564
TOTAL	\$ 2,262,486	Utilities	58,935
		Casualty and Liability	91,462
		Purchased Transportation	-
		Miscellaneous	25,100
		Interest	-
		Leases and	8,00
		TOTAL	\$ 2,262,486
Capital		Capital Projects	
Federal Capital Assistance	\$ 3,032,895	VRT	\$ 4,042,176
Local Capital Assistance	1,009,281	Subrecipient - Pass Through	536,724
Subrecipient Pass Through	536,724	TOTAL	\$ 4,578,900
TOTAL	\$ 4,578,900		
Grand Total Revenues	\$ 25,022,045	Grand Total Expenses	\$ 25,022,045

General Statement of Financial Constraint

The projects programmed in this document can reasonably be funded through anticipated funding sources. Table 27 demonstrates available funding versus programmed funding for all funding sources in the COMPASS planning area. Funds in programs not managed by COMPASS are assumed to be available if funds are programmed; there is not a specific budget for the COMPASS planning area for these programs. 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 27: COMPASS Region Available vs. Programmed Funding (as of September 2020)

Funding Source*	2021		2022		2023		2024		2025		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Bridge (Discretionary)	\$899	\$899	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bridge (Local)	\$732	\$732	\$0	\$0	\$6,626	\$6,626	\$0	\$0	\$0	\$0	\$0	\$0
Fed RRX	\$10	\$10	\$846	\$846	\$235	\$235	\$260	\$260	\$0	\$0	\$0	\$0
FLAP	\$0	\$0	\$240	\$240	\$380	\$380	\$7,261	\$7,261	\$944	\$944	\$0	\$0
Freight	\$0	\$0	\$7,275	\$7,275	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5303***	\$312	\$312	\$312	\$312	\$312	\$312	\$312	\$312	\$312	\$312	\$0	\$0
FTA 5307 LU***	\$4,543	\$4,543	\$4,543	\$4,543	\$4,543	\$4,543	\$4,543	\$4,543	\$4,543	\$4,543	\$4,543	\$4,543
FTA 5307 SU***	\$2,615	\$2,615	\$2,615	\$2,615	\$2,615	\$2,614	\$2,615	\$2,614	\$2,615	\$2,616	\$2,615	\$2,615
FTA 5310 LU***	\$313	\$313	\$313	\$313	\$313	\$313	\$313	\$313	\$313	\$313	\$313	\$313
FTA 5310 R***	\$191	\$191	\$192	\$192	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5310 SU***	\$258	\$258	\$258	\$258	\$258	\$258	\$258	\$258	\$258	\$258	\$258	\$258
FTA 5311***	\$570	\$570	\$570	\$570	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339 LU***	\$555	\$555	\$555	\$555	\$555	\$555	\$555	\$555	\$555	\$555	\$555	\$555
FTA 5339 R***	\$126	\$126	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339 SU***	\$309	\$309	\$309	\$309	\$309	\$309	\$309	\$309	\$309	\$309	\$309	\$309
HB132 and HB312	\$150	\$150	\$5,100	\$5,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP (Local)	\$1,642	\$1,642	\$0	\$0	\$21	\$21	\$846	\$846	\$0	\$0	\$0	\$0
IM	\$10,837	\$10,837	\$0	\$0	\$0	\$0	\$0	\$0	\$4,559	\$4,559	\$0	\$0
Local (Regionally Significant)	\$15,427	\$15,427	\$8,126	\$8,126	\$21,692	\$21,692	\$21,426	\$21,426	\$8,609	\$8,609	\$28,168	\$28,168
Local Participating	\$434	\$434	\$232	\$232	\$1,585	\$1,585	\$387	\$387	\$422	\$422	\$612	\$612
Metropolitan Planning	\$1,193	\$1,193	\$1,193	\$1,193	\$1,193	\$1,193	\$1,193	\$1,193	\$1,193	\$1,193	\$0	\$0
NHPP	\$8,130	\$8,130	\$510	\$510	\$15,395	\$15,395	\$0	\$0	\$5,610	\$5,610	\$7,735	\$7,735
STAR	\$7,800	\$7,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$4,445	\$4,445	\$5,401	\$5,401	\$7,385	\$7,385	\$0	\$0	\$0	\$0	\$24,488	\$24,488
State (GARVEE)	\$140,297	\$140,297	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG-R	\$55	\$55	\$3,667	\$3,667	\$0	\$0	\$0	\$0	\$0	\$0	\$2,763	\$2,763
STBG-State	\$1,456	\$1,456	\$1,796	\$1,796	\$612	\$612	\$0	\$0	\$0	\$0	\$2,501	\$2,501
STBG-TMA	\$10,887	\$9,632	\$10,887	\$10,802	\$10,887	\$10,664	\$10,887	\$10,449	\$10,887	\$10,244	\$21,774	\$19,277
STBG-U	\$1,456	\$1,796	\$612	\$0	\$0	\$2,501	\$0	\$154	\$0	\$2,269	\$0	\$6,390
TAP-TMA	\$480	\$482	\$480	\$480	\$480	\$472	\$480	\$461	\$480	\$417	\$733	\$606
TAP-Urban	\$1,456	\$1,796	\$612	\$0	\$0	\$2,501	\$0	\$0	\$34	\$34	\$285	\$285
TECM	\$1,456	\$1,796	\$612	\$0	\$0	\$2,501	\$10,775	\$10,775	\$5,722	\$5,722	\$0	\$0
Total	\$219,034	\$218,801	\$57,256	\$55,335	\$75,396	\$82,667	\$62,420	\$62,116	\$47,365	\$48,929	\$97,652	\$101,418

All amounts shown in \$1,000, most including required local match and shown in year of expenditure – inflated.

*Descriptions of funding sources and definitions of abbreviations can be found in Section IX “Funding Sources and Uses”

**PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work. Column includes projects reported as funded in FY2026 or FY2027.

***Funds are shown as federal only because local match rates vary from 0% to 50%. Available funds for year shown only, but program may include previous year carry-over funds.

Blue highlight = programs managed by COMPASS or VRT.

X. 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 28.

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 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."

Table 28: Share of Project Costs Allocated by Type of Project (as of September 2020)

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 Solutions	Percent to Alternative Solutions	Percent to Air Quality	Percent to Other
2021	\$244,509,000	\$209,418,250	\$28,780,250	\$2,100,500	\$4,210,000	85.65%	11.77%	0.86%	1.72%
2022	\$87,738,000	\$51,298,750	\$28,361,250	\$4,056,000	\$4,022,000	58.47%	32.32%	4.62%	4.58%
2023	\$126,837,000	\$79,335,000	\$38,002,500	\$5,700,500	\$3,799,000	62.55%	29.96%	4.49%	3.00%
2024	\$67,376,000	\$34,915,250	\$28,475,750	\$0	\$3,985,000	51.82%	42.26%	0.00%	5.91%
2025	\$54,752,000	\$30,471,750	\$19,212,750	\$1,057,500	\$4,010,000	55.65%	35.09%	1.93%	7.32%
2026	\$21,586,000	\$5,632,500	\$15,291,500	\$0	\$662,000	26.09%	70.84%	0.00%	3.07%
2027	\$45,395,000	\$40,420,500	\$2,822,500	\$2,152,000	\$0	89.04%	6.22%	4.74%	0.00%
PD	\$41,328,000	\$28,480,750	\$11,945,750	\$626,500	\$275,000	68.91%	28.90%	1.52%	0.67%
Total	\$689,521,000	\$479,972,750	\$172,892,250	\$15,693,000	\$20,963,000	69.61%	25.07%	2.28%	3.04%

*Shown in year of expenditure – inflated.

*Funds shown in \$1,000.

*Required match and local funds included.

APPENDIX A: LIST OF PROJECTS

Provides a detailed list of projects that are funded with federal or state funds, or considered "regionally significant," no matter the funding source.

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).

FY2021-2027 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 TIP Achievement:

Key #: 13055

Requesting Agency: City of Caldwell

Project Year:

Total Previous Allocations: \$3,426

Total Programmed Budget: \$10

Total Cost (Prev. + Prog.): \$3,436

Project Description

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



Funding Source			Program				Local Match		
STBG-U			Local Hwy - Bridge				7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	10	0	10	9	1
Fund Totals:	\$0	\$0	\$0	\$0	\$10	\$0	\$10	\$9	\$1

10th Avenue ITS and Overlay, Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 13905

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Allocations: \$241

Total Programmed Budget: \$1,280

Total Cost (Prev. + Prog.): \$1,521

Project Description

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



Funding Source			Program				Local Match		
STBG-U			Local Hwy - Urban				7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	20	7	0	0	0	0	27	25	2
PD	0	0	0	0	160	1,093	1,253	1,161	92
Fund Totals:	\$20	\$7	\$0	\$0	\$160	\$1,093	\$1,280	\$1,186	\$94

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

21st Avenue, Chicago Street to Cleveland Boulevard, Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 13052

Requesting Agency: City of Caldwell

Project Year:

Total Previous Allocations: \$2,708

Total Programmed Budget: (\$17)

Total Cost (Prev. + Prog.): \$2,691

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				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		
2021	0	0	0	0	-17	0	-17	-16	-1		
Fund Totals:	\$0	\$0	\$0	\$0	(\$17)	\$0	(\$17)	(\$16)	(\$1)		

ADA Ramps, Greenleaf

Regionally Significant: Inflated TIP Achievement:

Key #: 22963

Safety

Requesting Agency: City of Greenleaf

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$58

Total Cost (Prev. + Prog.): \$58

Project Description

Construct eight wheelchair accessible sidewalk ramps in the City of Greenleaf. Ramps will conform to Americans with Disabilities Act (ADA) regulations.



Funding Source		State		Program				State Hwy - System Support		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	58	58	0	58		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$58	\$58	\$0	\$58		

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

Regionally Significant: Inflated

TIP Achievement:

Key # : 20841

Safety

Requesting Agency: City of Eagle

Project Year: 2023

Total Previous Allocations: \$659

Total Programmed Budget: \$3,104

Total Cost (Prev. + Prog.): \$3,763



Project Description

Design and construct a bicycle and pedestrian bridge over the north channel of the Boise River adjacent to the State Highway 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
2021	0	80	0	0	0	0	80	74	6
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	36	36	33	3
Fund Totals:	\$0	\$80	\$0	\$0	\$0	\$36	\$116	\$107	\$9

Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	125	680	805	0	805
Fund Totals:	\$0	\$0	\$0	\$0	\$125	\$680	\$805	\$0	\$805

Funding Source TAP-State			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
2023	0	0	0	0	0	548	548	508	40
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$548	\$548	\$508	\$40

Funding Source STBG-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
2023	0	0	0	0	0	1,635	1,635	1,515	120
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,635	\$1,635	\$1,515	\$120

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

Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS

Regionally Significant: Inflated TIP Achievement:

Key #: 23026

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$40

Total Cost (Prev. + Prog.): \$40

Project Description

Purchase up to five permanent automated bicycle and pedestrian counters in the Nampa Urbanized Area. Locations to be recommended by the COMPASS Active Transportation Workgroup.



Funding Source		STBG-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		
PD	0	0	0	0	0	40	40	37	3		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$37	\$3		

Bicycle Improvements, Signs and Pavement Markings, Ada County

Regionally Significant: Inflated TIP Achievement:

Key #: 22995

Safety

Requesting Agency: ACHD

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$203

Total Cost (Prev. + Prog.): \$203

Project Description

Create approximately five low-stress bicycle routes by adding wayfinding signs and pavement markings in the Boise Urbanized Area. These routes will maximize safety, provide connectivity, and support the bicycle as a viable transportation option for Ada County residents.



Funding Source		Non-Participating (Local)		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	1	46	0	0	0	0	47	44	3		
2022	0	0	0	0	0	156	156	145	11		
Fund Totals:	\$1	\$46	\$0	\$0	\$0	\$156	\$203	\$188	\$15		

Bicycle Parking, Covered Bicycle Facility, Boise State

Regionally Significant: Inflated TIP Achievement:

Key #: 21913

Requesting Agency: Boise State University

Project Year:

Total Previous Allocations: \$38

Total Programmed Budget: \$4

Total Cost (Prev. + Prog.): \$42

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		STBG-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	
2021	0	0	1	0	3	0	4	4	0	
Fund Totals:	\$0	\$0	\$1	\$0	\$3	\$0	\$4	\$4	\$0	

Bicycle Parking, Secure Bicycle Facilities, Boise State

Regionally Significant: Inflated TIP Achievement:

Key #: 20095

Requesting Agency: Boise State University

Project Year:

Total Previous Allocations: \$115

Total Programmed Budget: \$11

Total Cost (Prev. + Prog.): \$126

Project Description

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



Funding Source		STBG-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	
2021	1	0	0	0	10	0	11	10	1	
Fund Totals:	\$1	\$0	\$0	\$0	\$10	\$0	\$11	\$10	\$1	

Capital Maintenance, Phase 1, Boise Area - FY2019

Regionally Significant: Inflated TIP Achievement:

Key # : 13903

Requesting Agency: ACHD

Project Year: 2019

Total Previous Allocations: \$6,178

Total Programmed Budget: \$4

Total Cost (Prev. + Prog.): \$6,182

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		Non-Participating (Local)			Program			Hwy - Local Partnerships		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	4	4	4	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$4	\$4	\$4	\$0		

Capital Maintenance, Phase 1, Boise Area - FY2020

Regionally Significant: Inflated TIP Achievement:

Key # : 18728

Requesting Agency: ACHD

Project Year: 2020

Total Previous Allocations: \$4,719

Total Programmed Budget: \$115

Total Cost (Prev. + Prog.): \$4,834

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		STBG-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		
2021	-1	0	0	0	110	0	109	101	8		
Fund Totals:	(\$1)	\$0	\$0	\$0	\$110	\$0	\$109	\$101	\$8		

Funding Source		STBG-TMA			Program			Local Hwy - HIP 2020		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	6	0	6	6	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$6	\$0	\$6	\$6	\$0		

Capital Maintenance, Phase 1, Boise Area – FY2021

Regionally Significant: Inflated

Key #: 18701

Requesting Agency: ACHD

Project Year: 2021

Total Previous Allocations: \$494

Total Programmed Budget: \$4,750

Total Cost (Prev. + Prog.): \$5,244

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Fairview Avenue, Maple Grove Road to Milwaukee Road; Curtis Road, Fairview Avenue to Ustick Road; Surprise Way, Amity Road to State Highway 21; 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 STBG-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
2021	-13	-69	0	0	425	4,407	4,750	4,401	349
Fund Totals:	(\$13)	(\$69)	\$0	\$0	\$425	\$4,407	\$4,750	\$4,401	\$349

Capital Maintenance, Phase 2, Boise Area - FY2019

Regionally Significant: Inflated

Key #: 20003

Requesting Agency: ACHD

Project Year: 2019

Total Previous Allocations: \$2,200

Total Programmed Budget: \$304

Total Cost (Prev. + Prog.): \$2,504

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 Non-Participating (Local)			Program Hwy - Local Partnerships					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	0	4	4	4	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$4	\$4	\$4	\$0

Funding Source STBG-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
2021	0	0	0	0	75	225	300	278	22
Fund Totals:	\$0	\$0	\$0	\$0	\$75	\$225	\$300	\$278	\$22

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

Capital Maintenance, Phase 2, Boise Area - FY2020

Regionally Significant: Inflated TIP Achievement:

Key # : 19887

Requesting Agency: ACHD

Project Year: 2020

Total Previous Allocations: \$1,682

Total Programmed Budget: \$60

Total Cost (Prev. + Prog.): \$1,742

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: Gowen Road, Orchard Street to Broadway Avenue.



Funding Source			Program				Local Match		
STBG-TMA	Local Hwy - Transportation Management				7.34%				
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	60	0	60	56	4
Fund Totals:	\$0	\$0	\$0	\$0	\$60	\$0	\$60	\$56	\$4

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

Capital Maintenance, Phase 2, Boise Area – FY2021

Regionally Significant: Inflated

TIP Achievement:

Key #: 20129

Pavement

Requesting Agency: ACHD

Safety

Project Year: 2021

Total Previous Allocations: \$242

Total Programmed Budget: \$3,125

Total Cost (Prev. + Prog.): \$3,367



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Warm Springs Avenue, Starcrest Drive to Starview Drive and Glacier Drive to State Highway 21; and Edna Street, Five Mile Road to Patton Avenue.

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			
2021	0	0	0	0	0	340	340	0	340			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$340	\$340	\$0	\$340			

Funding Source		STBG-TMA		Program				Local Hwy – HIP 2020		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2021	0	0	0	0	0	153	153	142	11			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$153	\$153	\$142	\$11			

Funding Source		STBG-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			
2021	0	0	0	0	276	1,744	2,020	1,872	148			
Fund Totals:	\$0	\$0	\$0	\$0	\$276	\$1,744	\$2,020	\$1,872	\$148			

Funding Source		STBG-TMA		Program				Local Hwy – HIP 2021		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2021	0	0	0	0	0	612	612	567	45			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$612	\$612	\$567	\$45			

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

Capital Maintenance, Phase 3, Boise Area - FY2019

Regionally Significant: Inflated TIP Achievement:

Key #: 20091

Requesting Agency: ACHD

Project Year: 2019

Total Previous Allocations: \$588

Total Programmed Budget: \$23

Total Cost (Prev. + Prog.): \$611

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 STBG-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
2021	0	0	0	0	23	0	23	21	2
Fund Totals:	\$0	\$0	\$0	\$0	\$23	\$0	\$23	\$21	\$2

Capital Maintenance, Phase 3, Boise Area - FY2020

Regionally Significant: Inflated TIP Achievement:

Key #: 19847

Requesting Agency: ACHD

Project Year: 2020

Total Previous Allocations: \$620

Total Programmed Budget: \$17

Total Cost (Prev. + Prog.): \$637

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 STBG-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
2021	0	0	0	0	17	0	17	16	1
Fund Totals:	\$0	\$0	\$0	\$0	\$17	\$0	\$17	\$16	\$1

Capital Maintenance, Phase 3, Boise Area – FY2021

Regionally Significant: Inflated

TIP Achievement:

Key #: 20159

Pavement

Requesting Agency: ACHD

Safety

Project Year: 2021

Total Previous Allocations: \$91

Total Programmed Budget: \$666

Total Cost (Prev. + Prog.): \$757

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment: NW 8th Street between Pine Avenue and Cherry Lane in the City of Meridian.



Funding Source		STBG-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		
2021	0	0	0	0	57	609	666	617	49		
Fund Totals:	\$0	\$0	\$0	\$0	\$57	\$609	\$666	\$617	\$49		

Centennial Way Roundabout, Caldwell

Regionally Significant: Inflated

TIP Achievement:

Key #: 13484

Safety

Requesting Agency: City of Caldwell

Project Year: 2023

Total Previous Allocations: \$422

Total Programmed Budget: \$3,629

Total Cost (Prev. + Prog.): \$4,051

Project Description

Replace a six-legged intersection at State Highway 19 (Simplot Boulevard) and Interstate 84-B (Centennial Way, Cleveland Boulevard, and Blaine Street) with a roundabout intersection in the City of Caldwell.



Funding Source		STBG-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		
2021	3	3	0	0	0	0	6	6	0		
2023	0	0	0	0	479	2,532	3,011	2,790	221		
Fund Totals:	\$3	\$3	\$0	\$0	\$479	\$2,532	\$3,017	\$2,796	\$221		

Funding Source		STBG-State		Program				State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	0	0	0	0	612	612	567	45		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$612	\$612	\$567	\$45		

Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 22438

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$1,349

Total Cost (Prev. + Prog.): \$1,349

Project Description

Rebuild Cherry Lane between 11th Avenue North and Idaho Center Boulevard in the City of Nampa. Work includes adding a center turn lane, pedestrian and bicycle lanes, and intersection improvements.



Funding Source		STBG-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	
2023	44	131	0	0	0	0	175	162	13	
PD	0	0	0	0	191	983	1,174	1,088	86	
Fund Totals:	\$44	\$131	\$0	\$0	\$191	\$983	\$1,349	\$1,250	\$99	

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

Regionally Significant: Inflated TIP Achievement:

Key #: 22017

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$200

Total Programmed Budget: \$1,324

Total Cost (Prev. + Prog.): \$1,524

Project Description

Rebuild Cherry Lane from Franklin Boulevard to 11th Avenue North in the City of Nampa. Work includes adding a center turn lane, pedestrian and bicycle lanes, and intersection improvements.



Funding Source		STBG-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	
2021	30	100	0	0	0	0	130	120	10	
PD	0	0	0	0	326	868	1,194	1,106	88	
Fund Totals:	\$30	\$100	\$0	\$0	\$326	\$868	\$1,324	\$1,227	\$97	

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

Cole Road, McGlochlin Street to Victory Road, Boise

Regionally Significant: Inflated

TIP Achievement:

Key #: IN205-97

Bridge

Requesting Agency: ACHD

NHS-LOTTR

Project Year: 2020-2021

Total Previous Allocations: \$5,227

Safety

Total Programmed Budget: \$2,501

Total Cost (Prev. + Prog.): \$7,728

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. Work also includes widening a bridge to five lanes and adding an enhanced pedestrian crossing at Cole Road and Diamond Street.



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
2021	0	10	1,000	0	34	1,457	2,501	0	2,501
Fund Totals:	\$0	\$10	\$1,000	\$0	\$34	\$1,457	\$2,501	\$0	\$2,501

Colorado and Holly, Signal and Pedestrian Improvements, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 13486

Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Allocations: \$1,507

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$1,507

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 STBG-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
2021	0	0	0	0	-60	60	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	(\$60)	\$60	\$0	\$0	\$0

Commuteride, ACHD

Regionally Significant: Inflated TIP Achievement:

Key #: CPA3

Requesting Agency: ACHD

Project Year: 2021-2026

Total Previous Allocations: \$275

Total Programmed Budget: \$1,375

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 Idaho Transportation Department key numbers 20729, 22015, 22436, 22386, 22738, and ORN23328.



Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	0	220	220	220	0			
2023	0	0	0	0	0	220	220	220	0			
2024	0	0	0	0	0	220	220	220	0			
2025	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	\$1,100	\$1,100	\$1,100	\$0			

Funding Source		STBG-U		Program				Local Hwy - Urban		Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	0	110	110	110	0			
2024	0	0	0	0	0	55	55	55	0			
2025	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	\$275	\$275	\$275	\$0			

Commuteride, ACHD, Van Replacements, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 20136a

Transit Asset Management

Requesting Agency: ACHD

Project Year: 2020-2022

Total Previous Allocations: \$290

Total Programmed Budget: \$772

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

Project Description

Replace Commuteride vans in the Nampa Urbanized Area and rural areas 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			
2021	0	0	0	0	0	386	386	309	77			
2022	0	0	0	0	0	386	386	309	77			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$772	\$772	\$618	\$154			

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

Cost Increase Set-Aside

Regionally Significant: Inflated TIP Achievement:

Key #: 15001

Requesting Agency: COMPASS

Project Year: 2022-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$51

Total Cost (Prev. + Prog.): \$51

Project Description

Set-aside for cost increases. Funds currently unprogrammed.



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
2024	0	0	0	0	0	5	5	5	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5	\$5	\$5	\$0

Funding Source		Program						Local Match	
STBG-TMA		Local Hwy - Transportation Management						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	46	46	43	3
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$46	\$46	\$43	\$3

Eagle Road, Amity Road to Victory Road, Meridian

Regionally Significant: Inflated TIP Achievement:

Key #: RD207-33

Safety

Requesting Agency: ACHD

Project Year: 2021-2022

Total Previous Allocations: \$328

Total Programmed Budget: \$5,097

Total Cost (Prev. + Prog.): \$5,425

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 crossing facility at Rome Drive and a roundabout at Eagle Road and Zaldia Drive.



Funding Source		Program						Local Match	
Local (Regionally Significant)		Hwy - Local Partnerships						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	11	0	4,593	4,604	0	4,604
2022	0	0	0	0	0	493	493	0	493
Fund Totals:	\$0	\$0	\$0	\$11	\$0	\$5,086	\$5,097	\$0	\$5,097

Eagle Road, Lake Hazel Road to Amity Road, Meridian

Regionally Significant: Inflated **TIP Achievement:**
 Key #: **RD216-04** Safety

Requesting Agency: ACHD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$7,104
 Total Cost (Prev. + Prog.): \$7,104



Project Description

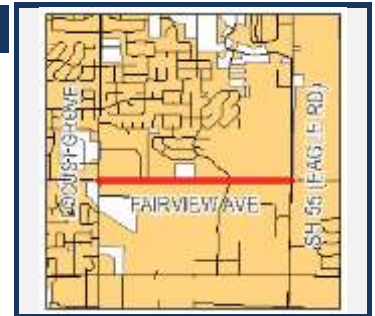
Widen Eagle Road from Lake Hazel Road to Amity Road in the City of Meridian to five lanes with curb, gutter, sidewalk, and a level three bike facility. Project includes a roundabout at Taconic Drive.

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
2021	0	391	4	0	0	0	395	0	395
2022	0	15	1,347	0	0	0	1,362	0	1,362
2023	0	0	0	132	46	5,169	5,347	0	5,347
Fund Totals:	\$0	\$406	\$1,351	\$132	\$46	\$5,169	\$7,104	\$0	\$7,104

Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian

Regionally Significant: Inflated **TIP Achievement:**
 Key #: **RC0133** Safety

Requesting Agency: ACHD
 Project Year: 2023
 Total Previous Allocations: \$39
 Total Programmed Budget: \$3,013
 Total Cost (Prev. + Prog.): \$3,052



Project Description

Widen Fairview Avenue from Locust Grove Road to State Highway 55 (Eagle Road) to seven lanes in the City of Meridian. Project includes curb, gutter, sidewalk, and buffered bicycle 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
2021	0	158	345	0	0	0	503	0	503
2022	0	30	300	0	0	0	330	0	330
2023	0	0	0	0	0	2,180	2,180	0	2,180
Fund Totals:	\$0	\$188	\$645	\$0	\$0	\$2,180	\$3,013	\$0	\$3,013

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

Five Mile Road Overpass and Widening, NEPA, Boise

Regionally Significant: Inflated TIP Achievement:

Key # : 23095

Requesting Agency: ACHD

Project Year: 2025 ITD

Total Previous Allocations: \$0

Total Programmed Budget: \$2,686

Total Cost (Prev. + Prog.): \$2,686



Project Description

To begin preliminary design and National Environmental Policy Act (NEPA) environmental review to replace the Five Mile Road overpass over Interstate 84, widen the bridge from two lanes to four lanes, and widen Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise. Work includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway. (Construction is considered "unfunded.")

Funding Source		State		Program				State Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	101	0	0	0	0	101	0	101		
Fund Totals:	\$0	\$101	\$0	\$0	\$0	\$0	\$101	\$0	\$101		

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	5	0	0	0	0	0	5	0	5		
2022	0	245	0	0	0	0	245	0	245		
2023	0	652	0	0	0	0	652	0	652		
2024	0	0	565	0	0	0	565	0	565		
2025	0	0	566	0	0	0	566	0	566		
Fund Totals:	\$5	\$897	\$1,131	\$0	\$0	\$0	\$2,033	\$0	\$2,033		

Funding Source		STBG-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		
2022	0	552	0	0	0	0	552	511	41		
Fund Totals:	\$0	\$552	\$0	\$0	\$0	\$0	\$552	\$511	\$41		

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

Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 22102

Safety

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$150

Total Programmed Budget: \$1,805

Total Cost (Prev. + Prog.): \$1,955

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, 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	
2021	0	281	0	0	0	0	281	260	21	
2022	0	0	0	0	0	1,524	1,524	1,412	112	
Fund Totals:	\$0	\$281	\$0	\$0	\$0	\$1,524	\$1,805	\$1,673	\$132	

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 22103

Safety

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$500

Total Programmed Budget: \$5,099

Total Cost (Prev. + Prog.): \$5,599

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, 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. A new local street west of Franklin Boulevard will also be built, requiring a new structure at the Mason Creek crossing, and improvements to 5th Avenue North. Franklin Boulevard and 3rd Avenue North will be closed off with cul-de-sacs. 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	
2021	0	-281	0	0	0	0	-281	-260	-21	
2022	0	0	0	0	0	5,380	5,380	4,985	395	
Fund Totals:	\$0	(\$281)	\$0	\$0	\$0	\$5,380	\$5,099	\$4,725	\$374	

Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 21999

Safety

Requesting Agency: City of Nampa

Project Year: 2021

Total Previous Allocations: \$142

Total Programmed Budget: \$1,053

Total Cost (Prev. + Prog.): \$1,195

Project Description

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



Funding Source		HSIP (Local)		Program				Hwy Safety - Local		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	7	-5	0	0	187	864	1,053	976	77		
Fund Totals:	\$7	(\$5)	\$0	\$0	\$187	\$864	\$1,053	\$976	\$77		

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 19951

Requesting Agency: Canyon Highway District

Project Year: PD

Total Previous Allocations: \$324

Total Programmed Budget: \$2,858

Total Cost (Prev. + Prog.): \$3,182

Project Description

Rehabilitate Old Highway 30 from State Highway 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.



Funding Source		STBG-R		Program				Local Hwy - CRRSAA 2021		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	80	0	0	0	80	74	6		
Fund Totals:	\$0	\$0	\$80	\$0	\$0	\$0	\$80	\$74	\$6		

Funding Source		STBG-R		Program				Local Hwy - Rural		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	15	0	0	0	0	0	15	14	1		
PD	0	0	0	0	496	2,267	2,763	2,560	203		
Fund Totals:	\$15	\$0	\$0	\$0	\$496	\$2,267	\$2,778	\$2,574	\$204		

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

Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 22132

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$101

Total Programmed Budget: \$360

Total Cost (Prev. + Prog.): \$461

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		STBG-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	
2021	20	0	0	0	0	0	20	19	1	
PD	0	0	0	0	54	286	340	315	25	
Fund Totals:	\$20	\$0	\$0	\$0	\$54	\$286	\$360	\$334	\$26	

Homedale Road, Curve Improvements, Canyon Highway District

Regionally Significant: Inflated TIP Achievement:

Key #: 22878

Safety

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$999

Total Cost (Prev. + Prog.): \$999

Project Description

Widen the Deer Flat North Canal bridge and shoulders on Homedale Road near the intersection of Malt Road in Canyon County. Project includes installation of white thermoplastic rumble strips and flattening of the curve slopes to provide drivers visual guidance with an alert of lane departure and an improved recovery area for reduction in overturning potential.



Funding Source		HSIP (Local)		Program			Hwy Safety - Local		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	34	98	0	0	0	0	132	122	10	
2023	0	0	21	0	0	0	21	19	2	
2024	0	0	0	0	197	649	846	784	62	
Fund Totals:	\$34	\$98	\$21	\$0	\$197	\$649	\$999	\$926	\$73	

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

I-84, Black's Creek Rest Area Well Replacement, Boise

Regionally Significant: Inflated TIP Achievement:

Key #: 23106

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$500

Total Cost (Prev. + Prog.): \$500

Project Description

The Blacks Creek East Bound Rest Area is located about 5 miles south of Boise along Interstate 84. An on-site well provides water for irrigation and indoor domestic uses. The Rest Area is regulated as a transient public water system by the Idaho Department of Environmental Quality. During the spring of 2020 the well started pumping fine brown sand which caused problems in the Rest Area plumbing and irrigation system and reportedly caused the well pump to fail. The well is currently not in use, and ITD is using the Blacks Creek West Bound Rest Area well to serve the East Bound Rest Area through a pipeline that crosses Interstate 84. District 3 is concerned about excessive pumping of the West Bound Rest Area well, especially during the irrigation season, and wants to address the sand pumping in the East Bound Rest Area well. If the West Bound Rest Area well were to fail, the entire rest area would be completely without water for sanitation or irrigation. After exploring all well rehabilitation and replacement options, the recommended option is drilling a new well.



Funding Source								IT Board Unallocated Funds		Program			State Unallocated		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share							
2021	0	0	0	0	0	500	500	0	500							
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$0	\$500							

I-84, Bridge Repairs, District 3 – FY2021

Regionally Significant: Inflated TIP Achievement:

Key #: 20251

Bridge

Requesting Agency: ITD

Project Year: 2021

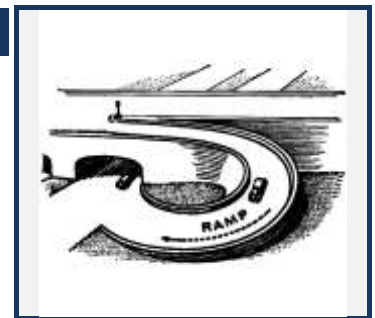
Total Previous Allocations: \$115

Total Programmed Budget: \$1,137

Total Cost (Prev. + Prog.): \$1,252

Project Description

Provide bridge deck preservation and preventative maintenance to the bridges, approaches, and guardrails on bridges on Interstate 84 in the City of Nampa at the following locations: Franklin Boulevard Interchange, Phyllis Canal, Union Pacific Railroad, and 11th Avenue.



Funding Source								STBG-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							
2021	-58	0	0	0	195	1,000	1,137	1,054	83							
Fund Totals:	(\$58)	\$0	\$0	\$0	\$195	\$1,000	\$1,137	\$1,054	\$83							

I-84, Bridge Repairs, District 3 – FY2022

Regionally Significant: Inflated **TIP Achievement:**

Key # : 20405

Bridge

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$69

Total Programmed Budget: \$1,704

Total Cost (Prev. + Prog.): \$1,773

Project Description

Provide bridge repairs at the following locations on Interstate 84: Sand Hollow Road, Galloway Road, Purple Sage Road, US 20/26, Ten Mile Road, Hunter Lateral, Ridenbaugh Canal, Five Mile Creek, Indian Creek, Mayfield Road, Squaw Creek, and Canyon Creek. (Ada County 53%, Elmore County 16%, Canyon County 23%, and Payette County 4%)



Funding Source			Program					Local Match	
STBG-State	State Hwy - Bridge Preservation				7.34%				
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	112	1,592	1,704	1,579	125
Fund Totals:	\$0	\$0	\$0	\$0	\$112	\$1,592	\$1,704	\$1,579	\$125

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

Regionally Significant: Inflated **TIP Achievement:**

Key # : 20738

Pavement

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$64

Total Programmed Budget: \$2,712

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

Project Description

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



Funding Source			Program					Local Match	
IM	State Hwy - Pavement Preservation				7.73%				
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	4	0	0	0	154	2,554	2,712	2,502	210
Fund Totals:	\$4	\$0	\$0	\$0	\$154	\$2,554	\$2,712	\$2,502	\$210

I-84, Centennial Interchange to Franklin Interchange, FY2024

Regionally Significant: Inflated TIP Achievement:

Key #: 23437

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$11,100

Total Cost (Prev. + Prog.): \$11,100

Project Description

Environmental study, design, and right-of-way on Interstate 84 between the Centennial Road Interchange and the 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.

Cost Year*	TECM		Program State Hwy - Safety & Capacity (Capacity)				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2022	1,000	8,000	0	0	0	0	9,000	0	9,000
2023	0	0	2,100	0	0	0	2,100	0	2,100
Fund Totals:	\$1,000	\$8,000	\$2,100	\$0	\$0	\$0	\$11,100	\$0	\$11,100

I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise

Regionally Significant: Inflated TIP Achievement:

Key #: 22746

Safety

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$255

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

Project Description

Upgrade the existing lighting infrastructure at the Cole Road & Overland Road Interchange (Interstate 84, Exit 50B) in the City of Boise.



Cost Year*	State		Program State Highway - Safety				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2022	10	0	0	0	0	0	10	0	10
2023	0	0	0	0	11	234	245	0	245
Fund Totals:	\$10	\$0	\$0	\$0	\$11	\$234	\$255	\$0	\$255

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

Regionally Significant: Inflated TIP Achievement:

Key #: 22237

Pavement

Requesting Agency: ITD

Project Year: 2021

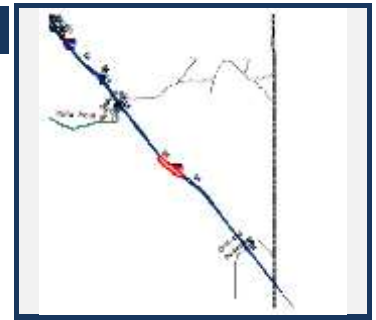
Total Previous Allocations: \$60

Total Programmed Budget: \$486

Total Cost (Prev. + Prog.): \$546

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 Interstate 84 on and off ramps near milepost 66.



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
2021	0	0	0	0	100	386	486	0	486
Fund Totals:	\$0	\$0	\$0	\$0	\$100	\$386	\$486	\$0	\$486

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

Regionally Significant: Inflated TIP Achievement:

Key #: 20203

Requesting Agency: ITD

Project Year: 2020

Total Previous Allocations: \$1,832

Total Programmed Budget: \$191

Total Cost (Prev. + Prog.): \$2,023

Project Description

Seal coat the pavement surface on Interstate 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		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
2021	0	0	0	0	0	191	191	0	191
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$191	\$191	\$0	\$191

I-84, Franklin Boulevard to Northside Boulevard, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 20798

Requesting Agency: ITD

Project Year: 2020

Total Previous Allocations: \$76,913

Total Programmed Budget: (\$2,385)

Total Cost (Prev. + Prog.): \$74,528

Project Description

Reconstruct and widen Interstate 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 Interstate 84, railroad bridges, and full reconstruction of the Northside Boulevard Interchange, as a Single Point Urban Interchange (SPUI). Design for this project is shown under Key Number 20315.



Funding Source		Restoration		Program				State Hwy - Strategic Initiatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	-414	0	-414	0	-414		
Fund Totals:	\$0	\$0	\$0	\$0	(\$414)	\$0	(\$414)	\$0	(\$414)		

Funding Source		TECM		Program				State Hwy - Strategic Initiatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	-540	0	-540	0	-540		
Fund Totals:	\$0	\$0	\$0	\$0	(\$540)	\$0	(\$540)	\$0	(\$540)		

Funding Source		INFRA		Program				Hwy - Misc. Federal		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	-1,431	0	-1,431	-572	-859		
Fund Totals:	\$0	\$0	\$0	\$0	(\$1,431)	\$0	(\$1,431)	(\$572)	(\$859)		

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

Regionally Significant: Inflated TIP Achievement:

Key #: 22196

Requesting Agency: ITD

Project Year: 2020-2021

Total Previous Allocations: \$10,200

Total Programmed Budget: \$672

Total Cost (Prev. + Prog.): \$10,872

Project Description

Design work on Interstate 84 from the Franklin Interchange in the City of Caldwell to the Karcher Interchange in the City of Nampa in Canyon County. Construction was split into KN 23079, 23080, and 23081.



Funding Source		State		Program				Hwy GARVEE - 2017 Legislative Authoriz		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	-378	0	1,000	50	0	0	672	0	672		
Fund Totals:	(\$378)	\$0	\$1,000	\$50	\$0	\$0	\$672	\$0	\$672		

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

I-84, Franklin Interchange to Karcher Interchange, Temporary Widening, Canyon

Regionally Significant: Inflated

TIP Achievement:

Key #: 23079

Safety

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2021

Freight Movement

Total Previous Allocations: \$0

Total Programmed Budget: \$11,824

Total Cost (Prev. + Prog.): \$11,824



Project Description

Reconstruct and widen eastbound and westbound shoulders on Interstate 84 from the Franklin Road Interchange to the Karcher Road Interchange to provide sufficient pavement sections to temporarily shift traffic during the Interstate 84 reconstruction projects between the City of Caldwell and the City of Nampa in Canyon County. Design was programmed under Key Number 22196.

Funding Source		State	Program					Hwy GARVEE - Future Authorization		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share	
2021	0	0	0	0	1,500	7,324	8,824	0	8,824		
Fund Totals:	\$0	\$0	\$0	\$0	\$1,500	\$7,324	\$8,824	\$0	\$8,824		

Funding Source		TECM	Program					State Hwy - Strategic Initiatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share	
2021	0	0	0	0	100	2,900	3,000	0	3,000		
Fund Totals:	\$0	\$0	\$0	\$0	\$100	\$2,900	\$3,000	\$0	\$3,000		

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

I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa

Regionally Significant: Inflated

Key #: 23081

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$46,519

Total Cost (Prev. + Prog.): \$46,519

TIP Achievement:

Pavement

Safety

NHS-LOTTR

Freight Movement



Project Description

Reconstruct and widen the eastbound lanes of Interstate 84 from the Franklin Interchange to the Karcher/Midland Road Interchange between the City of Caldwell and the City of Nampa in Canyon County. The project includes widening the existing four-lane section (two-lanes each direction) to a six-lane section (three-lanes each direction). This project includes replacement of the Notus Canal bridge structure just west of Ustick Road. Design was programmed under Key Number 22196.

Funding Source		State		Program				Hwy GARVEE - 2017 Legislative Authoriz		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	4,896	39,833	44,729	0	44,729		
Fund Totals:	\$0	\$0	\$0	\$0	\$4,896	\$39,833	\$44,729	\$0	\$44,729		

Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	236	1,084	1,320	0	1,320		
2022	0	0	0	0	0	470	470	0	470		
Fund Totals:	\$0	\$0	\$0	\$0	\$236	\$1,554	\$1,790	\$0	\$1,790		

I-84, Franklin Interchange to Karcher Interchange, Widen Westbound, Nampa

Regionally Significant: Inflated

Key #: 23080

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$76,801

Total Cost (Prev. + Prog.): \$76,801

TIP Achievement:

Pavement

Safety

NHS-LOTTR

Freight Movement



Project Description

Reconstruct and widen the westbound lanes on Interstate 84 from the Franklin Road Interchange to Karcher/Franklin Road Interchange between the City of Caldwell and the City of Nampa in Canyon County. The project includes widening the existing four-lane section (two-lanes each direction) to a six-lane section (three-lanes each direction). This project includes replacement of the Notus Canal bridge structure just west of Linden Road Overpass, as well as the Linden Road overpass. Design was programmed under Key Number 22196.

Funding Source		State		Program				Hwy GARVEE - Future Authorization		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	6,297	70,504	76,801	0	76,801		
Fund Totals:	\$0	\$0	\$0	\$0	\$6,297	\$70,504	\$76,801	\$0	\$76,801		

I-84, Galloway Road Underpass Repair, Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 23270

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$500

Total Cost (Prev. + Prog.): \$500

Project Description

The underpass was struck by a truck carrying equipment above the restricted bridge height creating weight limits on the bridge until repaired.

Funding Source								IT Board Unallocated Funds		Program			State Unallocated		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share							
2021	20	0	0	0	25	455	500	0	500								
Fund Totals:	\$20	\$0	\$0	\$0	\$25	\$455	\$500	\$0	\$500								

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

Regionally Significant: Inflated TIP Achievement:

Key #: 20212

Pavement

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$90

Total Programmed Budget: \$4,559

Total Cost (Prev. + Prog.): \$4,649

Project Description

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



Funding Source								IM		Program			State Hwy - Pavement Preservation		Local Match		7.73%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share							
2025	0	0	0	0	234	4,325	4,559	4,207	352								
Fund Totals:	\$0	\$0	\$0	\$0	\$234	\$4,325	\$4,559	\$4,207	\$352								

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

Regionally Significant: Inflated TIP Achievement:

Key #: 20315

Requesting Agency: ITD

Project Year: 2019

Total Previous Allocations: \$15,481

Total Programmed Budget: (\$1,972)

Total Cost (Prev. + Prog.): \$13,509



Project Description

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

Funding Source 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
2021	2	-484	-185	0	0	0	-667	0	-667
Fund Totals:	\$2	(\$484)	(\$185)	\$0	\$0	\$0	(\$667)	\$0	(\$667)

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
2021	-97	0	-29	-31	0	0	-157	0	-157
Fund Totals:	(\$97)	\$0	(\$29)	(\$31)	\$0	\$0	(\$157)	\$0	(\$157)

Funding Source INFRA			Program Hwy - Misc. Federal				Local Match 60.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	-112	-768	-321	53	0	0	-1,148	-459	-689
Fund Totals:	(\$112)	(\$768)	(\$321)	\$53	\$0	\$0	(\$1,148)	(\$459)	(\$689)

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

I-84, Karcher Overpass, Nampa

Regionally Significant: Inflated TIP Achievement:

Key # : 20797

Requesting Agency: ITD

Project Year: 2019

Total Previous Allocations: \$5,034

Total Programmed Budget: (\$398)

Total Cost (Prev. + Prog.): \$4,636

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			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					
2021	0	0	0	0	-56	-103	-159	0	-159					
Fund Totals:	\$0	\$0	\$0	\$0	(\$56)	(\$103)	(\$159)	\$0	(\$159)					

Funding Source			INFRA					Program		Hwy - Misc. Federal		Local Match		60.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share					
2021	0	0	0	0	-84	-155	-239	-96	-143					
Fund Totals:	\$0	\$0	\$0	\$0	(\$84)	(\$155)	(\$239)	(\$96)	(\$143)					

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

Regionally Significant: Inflated TIP Achievement:

Key # : 20351

Requesting Agency: ITD

Project Year: 2019

Total Previous Allocations: \$3,970

Total Programmed Budget: \$9

Total Cost (Prev. + Prog.): \$3,979

Project Description

Environmental study, design, and right-of-way on Interstate 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 - Restoration		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share					
2021	0	11	0	0	0	0	11	0	11					
2022	0	-2	0	0	0	0	-2	0	-2					
Fund Totals:	\$0	\$9	\$0	\$0	\$0	\$0	\$9	\$0	\$9					

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 20799

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$29,192

Total Programmed Budget: (\$642)

Total Cost (Prev. + Prog.): \$28,550

Project Description

Reconstruct and widen- I8 4from 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			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			
2021	0	0	0	0	-259	11	-248	0	-248			
Fund Totals:	\$0	\$0	\$0	\$0	(\$259)	\$11	(\$248)	\$0	(\$248)			

Funding Source			INFRA		Program			Hwy - Misc. Federal		Local Match		60.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2021	0	0	0	0	-389	-5	-394	-158	-236			
Fund Totals:	\$0	\$0	\$0	\$0	(\$389)	(\$5)	(\$394)	(\$158)	(\$236)			

I-84, Karcher Road Interchange, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 23336

Transit Asset Management

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$3,350

Total Cost (Prev. + Prog.): \$3,350

Project Description

Preliminary engineering and right-of-way acquisition to widen the Karcher Interchange on I-84 in the City of Nampa. Work will include adding a free running right turn lane on the westbound off-ramp and continue the new lane across the I-84 and Union Pacific Railroad/Indian Creek structure to Caldwell Boulevard. Construction is currently unfunded.



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			
2022	250	2,000	0	0	0	0	2,250	0	2,250			
2023	0	0	1,100	0	0	0	1,100	0	1,100			
Fund Totals:	\$250	\$2,000	\$1,100	\$0	\$0	\$0	\$3,350	\$0	\$3,350			

I-84, Middleton Road and Ustick Road Overpasses, Canyon County (Design)

Regionally Significant: Inflated TIP Achievement:

Key #: 22154

Requesting Agency: City of Caldwell

Project Year: 2020 ITD

Total Previous Allocations: \$5,804

Total Programmed Budget: (\$1,322)

Total Cost (Prev. + Prog.): \$4,482



Project Description

Rebuild Middleton Road and Ustick Road overpasses at Interstate 84 in Canyon County. This project is part of the GARVEE project to expand Interstate 84 from the City of Nampa to the City of Caldwell (Key Number 20351). Construction is now shown under key numbers 22618 and 22619.

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
2021	0	274	0	0	0	0	274	0	274
Fund Totals:	\$0	\$274	\$0	\$0	\$0	\$0	\$274	\$0	\$274

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
2021	1	0	-348	34	0	0	-313	0	-313
Fund Totals:	\$1	\$0	(\$348)	\$34	\$0	\$0	(\$313)	\$0	(\$313)

Funding Source		INFRA	Program Hwy - Misc. Federal					Local Match 60.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	-28	-61	-872	-48	0	0	-1,009	-404	-605
Fund Totals:	(\$28)	(\$61)	(\$872)	(\$48)	\$0	\$0	(\$1,009)	(\$404)	(\$605)

Funding Source		Strategic Initiatives	Program State Hwy - Mobility					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	-40	-1	-233	0	0	0	-274	0	-274
Fund Totals:	(\$40)	(\$1)	(\$233)	\$0	\$0	\$0	(\$274)	\$0	(\$274)

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

I-84, Middleton Road Overpass, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 22618

Requesting Agency: ITD

Project Year: 2020

Total Previous Allocations: \$7,747

Total Programmed Budget: (\$814)

Total Cost (Prev. + Prog.): \$6,933

Project Description

Rebuild Middleton Road overpass at Interstate 84 in Canyon County. This project is part of the GARVEE project to expand Interstate 84 from the City of Nampa to the City of Caldwell (Key Number 20351). Design for this project is shown under Key Number 22154.



Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	-87	-483	-570	0	-570		
Fund Totals:	\$0	\$0	\$0	\$0	(\$87)	(\$483)	(\$570)	\$0	(\$570)		

Funding Source		INFRA		Program				Hwy - Misc. Federal		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	-130	-114	-244	-98	-146		
Fund Totals:	\$0	\$0	\$0	\$0	(\$130)	(\$114)	(\$244)	(\$98)	(\$146)		

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

Regionally Significant: Inflated TIP Achievement:

Key #: 20060

Pavement

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$26

Total Programmed Budget: \$1,821

Total Cost (Prev. + Prog.): \$1,847

Project Description

Seal coat the pavement surface on Interstate 84 from the Sand Hollow Interchange at the Canyon County border to Farmers Sebree Canal (near the Parma exit). The project will improve ride quality and extend the life of the pavement.



Funding Source		IM		Program				State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	156	1,665	1,821	1,680	141		
Fund Totals:	\$0	\$0	\$0	\$0	\$156	\$1,665	\$1,821	\$1,680	\$141		

I-84, SH-44, Westbound Ramp Improvements, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 23099

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$1,300

Total Cost (Prev. + Prog.): \$1,300

Project Description

Widen the westbound Interstate 84 off-ramp at State Highway 44 (Exit 25), just west of the City of Caldwell, also known as the Middleton Exit, to reestablish uniform shoulder width, install a traffic signal and queue detection on the westbound off-ramp, and excavate the slope to improve sight distance.



Funding Source		State		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	1,300	1,300	0	1,300		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,300	\$1,300	\$0	\$1,300		

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

Regionally Significant: Inflated TIP Achievement:

Key #: 20796

Requesting Agency: ITD

Project Year: 2019

Total Previous Allocations: \$5,843

Total Programmed Budget: (\$157)

Total Cost (Prev. + Prog.): \$5,686

Project Description

Reconstruct and widen the eastbound and westbound shoulders of Interstate 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 Interstate 84 reconstruction projects. Design for this project is shown under Key Number 20315.



Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	-42	-21	-63	0	-63		
Fund Totals:	\$0	\$0	\$0	\$0	(\$42)	(\$21)	(\$63)	\$0	(\$63)		

Funding Source		INFRA		Program				Hwy - Misc. Federal		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	-63	-31	-94	-38	-56		
Fund Totals:	\$0	\$0	\$0	\$0	(\$63)	(\$31)	(\$94)	(\$38)	(\$56)		

I-84, Ustick Road Overpass, Canyon County

Regionally Significant: Inflated

Key #: 22619

Requesting Agency: City of Caldwell

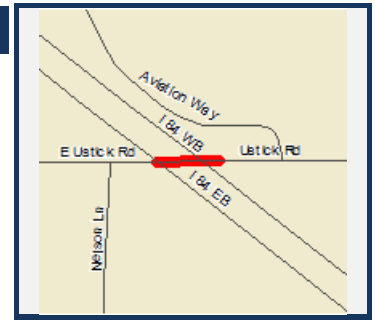
Project Year: 2020-2022

TIP Achievement:

Freight Movement

NHS-LOTTR

Bridge



Total Previous Allocations: \$2,702
 Total Programmed Budget: \$12,882
 Total Cost (Prev. + Prog.): \$15,584

Project Description

Rebuild Ustick Road overpass at Interstate 84 in Canyon County. The overpass will be widened to five lanes and include pedestrian facilities. This project is part of the GARVEE project to expand Interstate 84 from the City of Nampa to the City of Caldwell. (Key Number 20351). Design of this project is included in Key Number 22154.

Funding Source		State		Program				State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	59	59	0	59		
2022	0	0	0	0	0	2	2	0	2		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$61	\$61	\$0	\$61		

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	3,507	3,507	0	3,507		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,507	\$3,507	\$0	\$3,507		

Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	320	1,067	1,387	0	1,387		
Fund Totals:	\$0	\$0	\$0	\$0	\$320	\$1,067	\$1,387	\$0	\$1,387		

Funding Source		INFRA		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	793	6,416	7,209	7,209	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$793	\$6,416	\$7,209	\$7,209	\$0		

Funding Source		Strategic Initiatives		Program				State Hwy - Mobility		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	718	718	0	718		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$718	\$718	\$0	\$718		

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

I-84B (Garry Boulevard) and Stamm Lane Intersection Improvements, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 22712

Safety

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,011

Total Cost (Prev. + Prog.): \$2,011

Project Description

Widen Interstate 84B (Garry Boulevard) at the Stamm Lane intersection in the City of Nampa to improve safety and mobility.



Funding Source		State		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	141	0	0	0	0	0	141	0	141		
2027	0	0	0	0	168	1,309	1,477	0	1,477		
Fund Totals:	\$141	\$0	\$0	\$0	\$168	\$1,309	\$1,618	\$0	\$1,618		

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	0	393	0	0	0	393	0	393		
Fund Totals:	\$0	\$0	\$393	\$0	\$0	\$0	\$393	\$0	\$393		

Indiana and Orchard Shared Roadway, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 22602

Safety

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$3,453

Total Cost (Prev. + Prog.): \$3,453

Project Description

Add four-foot paved shoulders on Indiana Avenue from Roosevelt Avenue to Orchard Avenue and on Orchard Avenue from Indiana Avenue to Riverside Road in Canyon County (approximately 1.5 miles) using Federal Lands Access Program funds. Project managed by Western Federal Lands.



Funding Source		FLAP		Program				Hwy - Federal Lands Access		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	220	0	0	0	0	220	204	16		
2023	0	230	0	0	0	0	230	213	17		
2024	0	0	0	0	300	2,703	3,003	2,783	220		
Fund Totals:	\$0	\$450	\$0	\$0	\$300	\$2,703	\$3,453	\$3,200	\$253		

Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County

Regionally Significant:

Inflated

TIP Achievement:

Key #: RD207-29

Safety

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$6,666

Total Cost (Prev. + Prog.): \$6,666

Project Description

Widen Lake Hazel Road from Cloverdale Road to Five Mile Road in Ada County to five lanes with curb, gutter, and multi-use pathways.



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
2021	0	444	6	0	0	0	450	0	450
2022	0	22	400	0	0	0	422	0	422
2023	0	0	801	0	0	0	801	0	801
2025	0	0	0	194	299	4,500	4,993	0	4,993
Fund Totals:	\$0	\$466	\$1,207	\$194	\$299	\$4,500	\$6,666	\$0	\$6,666

Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County

Regionally Significant:

Inflated

TIP Achievement:

Key #: RD209-18

Safety

Requesting Agency: ACHD

Project Year: 2024

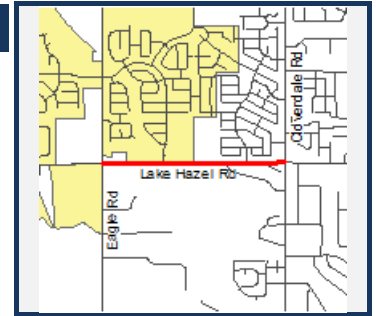
Total Previous Allocations: \$0

Total Programmed Budget: \$8,186

Total Cost (Prev. + Prog.): \$8,186

Project Description

Widen Lake Hazel Road from Eagle Road to Cloverdale Road in Ada County to five lanes with curb, gutter, and multi-use pathways.



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
2022	0	360	4	0	0	0	364	0	364
2023	0	15	201	0	0	0	216	0	216
2024	0	0	0	10	309	7,287	7,606	0	7,606
Fund Totals:	\$0	\$375	\$205	\$10	\$309	\$7,287	\$8,186	\$0	\$8,186

Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County

Regionally Significant: Inflated TIP Achievement:

Key #: RD207-30

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$4,889

Total Cost (Prev. + Prog.): \$4,889

Project Description

Widen Lake Hazel Road from Five Mile Road to Maple Grove Road in Ada County to five lanes with curb, gutter, and multi-use pathways.



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
2022	0	416	5	0	0	0	421	0	421
2023	0	0	246	0	0	0	246	0	246
PD	0	0	0	60	62	4,100	4,222	0	4,222
Fund Totals:	\$0	\$416	\$251	\$60	\$62	\$4,100	\$4,889	\$0	\$4,889

Lake Hazel Road, Maple Grove Road to Cole Road, Ada County

Regionally Significant: Inflated TIP Achievement:

Key #: RD216-05

Requesting Agency: ACHD

Project Year: PD

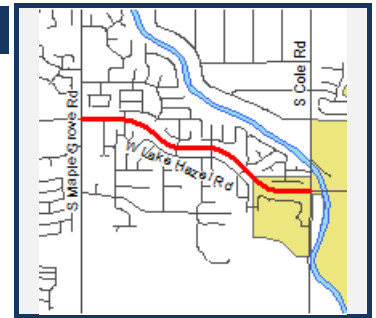
Total Previous Allocations: \$0

Total Programmed Budget: \$4,061

Total Cost (Prev. + Prog.): \$4,061

Project Description

Widen Lake Hazel Road from Maple Grove Road to Cole Road in Ada County to five lanes with curb, gutter, and ten-foot multi-use pathway facility.



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
2023	0	332	4	0	0	0	336	0	336
2024	0	0	60	0	0	0	60	0	60
PD	0	0	0	0	0	3,665	3,665	0	3,665
Fund Totals:	\$0	\$332	\$64	\$0	\$0	\$3,665	\$4,061	\$0	\$4,061

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

Linder Road and Deer Flat Road Intersection, Kuna

Regionally Significant: Inflated TIP Achievement:

Key #: 13492

Requesting Agency: ACHD

Project Year: 2020

Total Previous Allocations: \$4,859

Total Programmed Budget: \$53

Total Cost (Prev. + Prog.): \$4,912

Project Description

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



Funding Source		STBG-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			
2021	0	-16	0	0	69	0	53	49	4			
Fund Totals:	\$0	(\$16)	\$0	\$0	\$69	\$0	\$53	\$49	\$4			

Linder Road, Overland Road to Franklin Road, Widen and Add Overpass, Meridi

Regionally Significant: Inflated TIP Achievement:

Key #: NEW

Requesting Agency: ACHD

Project Year: 0 City of Meridian
ITD

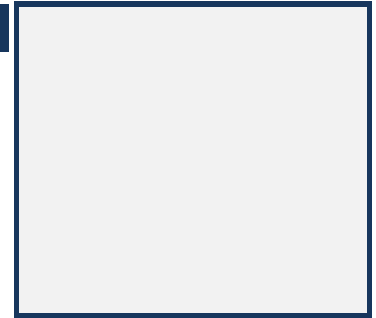
Total Previous Allocations: \$0

Total Programmed Budget: \$1,010

Total Cost (Prev. + Prog.): \$1,010

Project Description

Design work to widen Linder Road, from Overland Road to Franklin Road in the City of Meridian. The project includes adding an overpass over Interstate 84. The project is a partnership between the Ada County Highway District, Idaho Transportation Department, and City of Meridian. Right-of-way acquisition and construction, estimated at \$20.3 million, are currently unfunded. (Federal = \$0).



Funding Source		Non-Participating (Local)		Program			Hwy - Local Partnerships		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	10	300	0	0	0	0	310	287	23	
2023	0	700	0	0	0	0	700	649	51	
Fund Totals:	\$10	\$1,000	\$0	\$0	\$0	\$0	\$1,010	\$936	\$74	

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

Regionally Significant: Inflated **TIP Achievement:**
 Key #: **RD209-28** Safety

Requesting Agency: ACHD
 Project Year: 2024
 Total Previous Allocations: \$6
 Total Programmed Budget: \$7,699
 Total Cost (Prev. + Prog.): \$7,705



Project Description

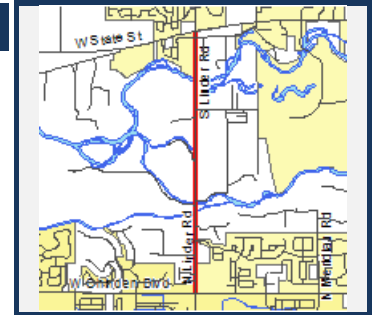
Widen Linder Road from State Highway 44 (State Street) to Floating Feather Road in the City of Eagle to five lanes with curb, gutter, sidewalk, and multi-use pathways. Project includes improvements on two bridges.

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
2021	0	392	239	0	0	0	631	0	631
2022	0	0	700	0	0	0	700	0	700
2023	0	16	0	0	0	0	16	0	16
2024	0	0	0	0	72	6,280	6,352	0	6,352
Fund Totals:	\$0	\$408	\$939	\$0	\$72	\$6,280	\$7,699	\$0	\$7,699

Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County

Regionally Significant: Inflated **TIP Achievement:**
 Key #: **RD207-19**

Requesting Agency: ACHD
 Project Year: PD
 Total Previous Allocations: \$141
 Total Programmed Budget: \$20,766
 Total Cost (Prev. + Prog.): \$20,907



Project Description

Widen Linder Road from US 20/26 (Chinden Boulevard) to State Highway 44 (State Street) in Ada County to five lanes with detached multi-use pathways on Linder Road from Chinden Boulevard to 1,000 feet north of Artesian Road. Right-of-way will be acquired for an ultimate seven-lane buildout. Project includes widening three bridges.

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
2024	0	824	5	5	0	0	834	0	834
2025	0	431	0	0	0	0	431	0	431
PD	0	0	1,651	0	0	17,850	19,501	0	19,501
Fund Totals:	\$0	\$1,255	\$1,656	\$5	\$0	\$17,850	\$20,766	\$0	\$20,766

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

Lone Star Road and Middleton Road, Intersection Improvements, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 20613

Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Allocations: \$2,656

Total Programmed Budget: \$3

Total Cost (Prev. + Prog.): \$2,659

Project Description

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



Funding Source		HSIP (Local)		Program			Local Hwy - HSIP		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	3	0	0	0	67	-67	3	3	0	
Fund Totals:	\$3	\$0	\$0	\$0	\$67	(\$67)	\$3	\$3	\$0	

Microseals, Front/Myrtle/Broadway, Boise

Regionally Significant: Inflated TIP Achievement:

Key #: 22677

Pavement

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,589

Total Cost (Prev. + Prog.): \$1,589

Project Description

Microseal approximately 25 lane-miles of US-20/26 (Front Street, Myrtle Street, and Broadway Avenue) in the City of Boise to improve ride quality and extend the pavement lifespan.



Funding Source		State		Program			State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	0	0	0	128	1,461	1,589	0	1,589	
Fund Totals:	\$0	\$0	\$0	\$0	\$128	\$1,461	\$1,589	\$0	\$1,589	

Microseals, State/Glenwood/Chinden, Ada County

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20536

Pavement

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$75

Total Programmed Budget: \$2,455

Total Cost (Prev. + Prog.): \$2,530

Project Description

Microseal approximately 35 miles of arterial roadways in Ada County to seal asphalt and preserve the road surface. Roadway segments include State Highway 44 (State Street) from State Highway 55 (Eagle Road) to Glenwood Street; State Street, north of Glenwood Street, to US Highway 20/26 (Chinden Boulevard); Chinden Boulevard from Eagle Road to the Interstate 84B connector ramps; Myrtle Street, Front Street; US Highway 20/26, Broadway Avenue, between Myrtle Street and Front Street; and US Highway 20/26, Broadway Avenue, from Myrtle Street to the New York Canal, excluding the Boise River Bridge.



Funding Source		State		Program				State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	198	2,257	2,455	0	2,455		
Fund Totals:	\$0	\$0	\$0	\$0	\$198	\$2,257	\$2,455	\$0	\$2,455		

Middleton Road and Cornell Street, Intersection Improvements, Middleton

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20430

NHS-LOTTR

Requesting Agency: City of Middleton

Safety

Project Year: 2021

Total Previous Allocations: \$62

Total Programmed Budget: \$491

Total Cost (Prev. + Prog.): \$553

Project Description

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



Funding Source		HSIP (Local)		Program				Hwy Safety - Local		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	175	316	491	455	36		
Fund Totals:	\$0	\$0	\$0	\$0	\$175	\$316	\$491	\$455	\$36		

Middleton Road and Ustick Road, Roundabout, Caldwell

Regionally Significant: Inflated

TIP Achievement:

Key #: 13487

NHS-LOTTR

Requesting Agency: City of Caldwell

Safety

Project Year: 2025

Total Previous Allocations: \$317

Total Programmed Budget: \$2,706

Total Cost (Prev. + Prog.): \$3,023

Project Description

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



Funding Source		STBG-U		Program			Local Hwy – CRRSAA 2021		Local Match		7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2021	0	0	560	0	0	0	560	519	41			
Fund Totals:	\$0	\$0	\$560	\$0	\$0	\$0	\$560	\$519	\$41			

Funding Source		STBG-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			
2021	20	0	0	11	0	0	31	29	2			
2025	0	0	0	0	344	1,771	2,115	1,960	155			
Fund Totals:	\$20	\$0	\$0	\$11	\$344	\$1,771	\$2,146	\$1,988	\$158			

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 22016

Requesting Agency: Canyon Highway District

Project Year: PD City of Caldwell

Total Previous Allocations: \$266

Total Programmed Budget: \$1,362

Total Cost (Prev. + Prog.): \$1,628

Project Description

Rehabilitate pavement and construct shared-use shoulders on Midway Road between State Highway 55 (Karcher Road) and Interstate 84B (Caldwell Boulevard) in Canyon County.



Funding Source		STBG-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			
2021	25	145	0	0	0	0	170	158	12			
PD	0	0	0	0	284	908	1,192	1,105	87			
Fund Totals:	\$25	\$145	\$0	\$0	\$284	\$908	\$1,362	\$1,262	\$100			

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

Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 13494

Requesting Agency: Canyon Highway District

Project Year: 2023 City of Caldwell

Total Previous Allocations: \$2,321

Total Programmed Budget: \$9,605

Total Cost (Prev. + Prog.): \$11,926

Project Description

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



Funding Source		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	
2021	50	0	0	0	0	0	50	46	4	
2022	0	0	152	0	0	0	152	141	11	
2023	0	0	0	0	863	5,763	6,626	6,140	486	
Fund Totals:	\$50	\$0	\$152	\$0	\$863	\$5,763	\$6,828	\$6,327	\$501	

Funding Source		STBG-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	
2021	50	640	0	0	0	0	690	639	51	
2022	0	0	174	0	0	0	174	161	13	
2023	0	0	0	0	313	1,600	1,913	1,773	140	
Fund Totals:	\$50	\$640	\$174	\$0	\$313	\$1,600	\$2,777	\$2,573	\$204	

Orchard Street Realignment, Gowen Road to Victory Road, Boise

Regionally Significant: Inflated TIP Achievement:

Key #: RD207-01

Safety

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$177

Total Programmed Budget: \$19,587

Total Cost (Prev. + Prog.): \$19,764

Project Description

Realign and widen Orchard Street from Gowen Road to Victory Road in the City of Boise to five lanes with curb, gutter, sidewalk, and a level three bicycle facility.



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	
2021	0	557	0	0	0	0	557	0	557	
2022	0	35	676	0	0	0	711	0	711	
2023	0	0	742	0	0	11,003	11,745	0	11,745	
2024	0	0	0	0	0	6,574	6,574	0	6,574	
Fund Totals:	\$0	\$592	\$1,418	\$0	\$0	\$17,577	\$19,587	\$0	\$19,587	

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

Pathway, Greenbelt Completion, Boise State

Regionally Significant: Inflated TIP Achievement:

Key #: 22385

Requesting Agency: Boise State University

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$439

Total Cost (Prev. + Prog.): \$439

Project Description

Design and construct improvements to the Boise River Greenbelt along Cesar Chavez Road (south side of Boise River) between Theatre Lane and Broadway Avenue on the Boise State University campus. Improvements include widening the pathway from 8 feet to 12 feet and adding a well-defined landscaped buffer between the pathway and the street.



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
2024	11	40	0	0	0	0	51	47	4
PD	0	0	0	0	40	348	388	360	28
Fund Totals:	\$11	\$40	\$0	\$0	\$40	\$348	\$439	\$407	\$32

Pathway, Grimes City Pathway Extension, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 23025

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$470

Total Cost (Prev. + Prog.): \$470

Project Description

Extend Grimes City Pathway from McDonagh Park to Birch Elementary in the City of Nampa. Project includes 1/2 mile of 12-foot asphalt pathway, lighting, and crosswalk improvements.



Funding Source STBG-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
2021	11	66	0	0	0	0	77	71	6
PD	0	0	0	0	52	341	393	364	29
Fund Totals:	\$11	\$66	\$0	\$0	\$52	\$341	\$470	\$436	\$34

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

Pathway, Grimes Pathway, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 22076

Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Allocations: \$264

Total Programmed Budget: \$33

Total Cost (Prev. + Prog.): \$297

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.



Funding Source		TAP-Urban		Program				Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	2	0	0	0	31	0	33	31	2		
Fund Totals:	\$2	\$0	\$0	\$0	\$31	\$0	\$33	\$31	\$2		

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

Regionally Significant: Inflated TIP Achievement:

Key #: 20141

Requesting Agency: City of Nampa

Project Year:

Total Previous Allocations: \$598

Total Programmed Budget: (\$32)

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

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.



Funding Source		TAP-Urban		Program				Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	-32	-32	-30	-2		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$32)	(\$32)	(\$30)	(\$2)		

Pathway, Rail with Trail, Meridian

Regionally Significant: Inflated

TIP Achievement:

Key # : 13918

Safety

Requesting Agency: City of Meridian

Project Year: 2022

Total Previous Allocations: \$75

Total Programmed Budget: \$662

Total Cost (Prev. + Prog.): \$737

Project Description

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



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

Funding Source		STBG-TMA		Program			Local Hwy – CRRSAA 2021		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	0	0	0	0	540	540	500	40	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$540	\$540	\$500	\$40	

*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

Key #: 19465

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$543

Total Programmed Budget: \$5,716

Total Cost (Prev. + Prog.): \$6,259

TIP Achievement:

Pavement

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: 9th Street, Idaho Street to Bannock Street; 20th Street, Lemp Street to Irene Street; 26th Street, State Street to Heron Street; Bluegrass Way, Ellens Ferry Drive to Drawbridge Drive; Drawbridge Drive, Crimson to Castle Hills Way; Turret Way, Drawbridge Drive to Castle Drive; Morris Hill Road, Liberty Street to Hartman Road; Spaulding Street, Phillippi Street to Orchard Street; Roosevelt Street, Emerald Street to Irving Street; Maple Grove Road, Interstate 84 bridge deck to Franklin Road; Amity Road, Enterprise Street to Production Street; and Enterprise Street, Amity Road to Commerce Avenue.

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
2021	0	38	0	0	0	0	38	35	3
Fund Totals:	\$0	\$38	\$0	\$0	\$0	\$0	\$38	\$35	\$3

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
2021	0	143	0	0	0	0	143	0	143
Fund Totals:	\$0	\$143	\$0	\$0	\$0	\$0	\$143	\$0	\$143

Funding Source STBG-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
2022	0	0	0	0	722	4,813	5,535	5,129	406
Fund Totals:	\$0	\$0	\$0	\$0	\$722	\$4,813	\$5,535	\$5,129	\$406

*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

TIP Achievement:

Key #: 20122

Pavement

Requesting Agency: ACHD

Safety

Project Year: 2022

Total Previous Allocations: \$233

Total Programmed Budget: \$2,382

Total Cost (Prev. + Prog.): \$2,615

Project Description

Supplement the local pavement preservation program to complete pavement improvements on a federal-aid roadway in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment: Collister Drive, Quail Ridge Drive to North Deadend.



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
2021	0	0	10	0	0	0	10	9	1
Fund Totals:	\$0	\$0	\$10	\$0	\$0	\$0	\$10	\$9	\$1

Funding Source STBG-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
2022	0	0	0	0	309	2,063	2,372	2,198	174
Fund Totals:	\$0	\$0	\$0	\$0	\$309	\$2,063	\$2,372	\$2,198	\$174

Pavement Preservation and ADA, Phase 3, Boise Area – FY2022

Regionally Significant: Inflated

TIP Achievement:

Key #: 20006

Pavement

Requesting Agency: ACHD

Safety

Project Year: 2022

Total Previous Allocations: \$80

Total Programmed Budget: \$306

Total Cost (Prev. + Prog.): \$386

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. This project could convert to federal-aid if funds become available. Segments include: Resseguie Street, 16th Street to 13th Street and 13th Street to 8th Street; and Fort Street, 16th Street to 15th Street.



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
2022	0	0	0	0	0	224	224	0	224
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$224	\$224	\$0	\$224

Funding Source STBG-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
2022	0	0	0	0	0	82	82	76	6
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$82	\$82	\$76	\$6

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

Peckham Road Intersections, Canyon County

Regionally Significant: Inflated

TIP Achievement:

Key #: 22101

Safety

Requesting Agency: Golden Gate HD

Project Year: 2022

Total Previous Allocations: \$63

Total Programmed Budget: \$371

Total Cost (Prev. + Prog.): \$434

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.



Funding Source		Program					Local Match		7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	0	0	0	0	371	371	344	27	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$371	\$371	\$344	\$27	

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 13964

Safety

Requesting Agency: Golden Gate HD

Project Year: 2022

Total Previous Allocations: \$706

Total Programmed Budget: \$3,682

Total Cost (Prev. + Prog.): \$4,388

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.



Funding Source		Program					Local Match		7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	15	0	0	0	0	0	15	14	1	
2022	0	0	0	0	793	2,874	3,667	3,398	269	
Fund Totals:	\$15	\$0	\$0	\$0	\$793	\$2,874	\$3,682	\$3,412	\$270	

Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 22018

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Allocations: \$89

Total Programmed Budget: \$578

Total Cost (Prev. + Prog.): \$667

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 pedestrian crossings and rectangular rapid flashing beacons at the Alder Street and the Spruce Street intersections across Montana Avenue.



Funding Source		Program						Local Match	
STBG-U		Local Hwy - Urban						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	91	487	578	536	42
Fund Totals:	\$0	\$0	\$0	\$0	\$91	\$487	\$578	\$536	\$42

Pedestrian Improvements, SH-55 (Eagle Road), Meridian

Regionally Significant: Inflated TIP Achievement:

Key #: 20542

Safety

Requesting Agency: City of Meridian

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$615

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

Project Description

Construct a lighted ten-foot-wide concrete multi-use pathway along the east side of State Highway 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 ten-foot width. The project will include an eight-foot separation between the roadway and pathway where possible.



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
2022	1	80	0	0	0	0	81	75	6
2023	0	0	98	0	0	0	98	91	7
2025	0	0	0	0	32	385	417	386	31
Fund Totals:	\$1	\$80	\$98	\$0	\$32	\$385	\$596	\$552	\$44

Funding Source		Program						Local Match	
Local Participating		Hwy - Local Partnerships						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	10	0	0	0	0	0	10	0	10
2025	0	0	0	0	0	9	9	0	9
Fund Totals:	\$10	\$0	\$0	\$0	\$0	\$9	\$19	\$0	\$19

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

Pedestrian Improvements, SH-55, Bristol Heights to US 20/26, Boise

Regionally Significant: Inflated TIP Achievement:

Key #: 22931

Requesting Agency: City of Boise

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$345

Total Cost (Prev. + Prog.): \$345

Project Description

Design and construct a ten-foot shared pedestrian and bicycle pathway on the west side of State Highway 55 (Eagle Road), from Bristol Heights to US 20/26 (Chinden Boulevard) in the City of Boise.



Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	26	0	0	0	0	26	0	26	
Fund Totals:	\$0	\$26	\$0	\$0	\$0	\$0	\$26	\$0	\$26	

Funding Source		TAP-State		Program			Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	11	23	0	0	0	0	34	32	2	
PD	0	0	0	0	38	247	285	264	21	
Fund Totals:	\$11	\$23	\$0	\$0	\$38	\$247	\$319	\$296	\$23	

Pedestrian Improvements, Stoddard Pathway, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 22944

Safety

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$492

Total Cost (Prev. + Prog.): \$492

Project Description

Extend the Stoddard Pathway from Sherman Avenue to 2nd Street South in the City of Nampa.



Funding Source		TAP-State		Program			Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	20	58	0	0	0	0	78	72	6	
2022	12	44	0	0	358	0	414	384	30	
Fund Totals:	\$32	\$102	\$0	\$0	\$358	\$0	\$492	\$456	\$36	

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

Regionally Significant: Inflated TIP Achievement:
 Key #: 20549 Safety

Requesting Agency: ACHD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$223
 Total Cost (Prev. + Prog.): \$223



Project Description

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

Funding Source		TAP-TMA Program						Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	8	48	0	0	0	0	56	52	4
2023	0	0	0	0	36	131	167	155	12
Fund Totals:	\$8	\$48	\$0	\$0	\$36	\$131	\$223	\$207	\$16

Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant: Inflated TIP Achievement:
 Key #: 18854

Requesting Agency: Valley Regional Transit
 Project Year: 2021-2026
 Total Previous Allocations: \$0
 Total Programmed Budget: \$7,311
 Total Cost (Prev. + Prog.): \$7,311



Project Description

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

Funding Source		FTA 5307 LU Program						Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	0	1,144	1,144	915	229
2022	0	0	0	0	0	1,173	1,173	938	235
2023	0	0	0	0	0	1,203	1,203	962	241
2024	0	0	0	0	0	1,233	1,233	986	247
2025	0	0	0	0	0	1,263	1,263	1,010	253
2026	0	0	0	0	0	1,295	1,295	1,036	259
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$7,311	\$7,311	\$5,849	\$1,462

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

Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant: Inflated TIP Achievement:

Key #: 18842

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$6,661

Total Cost (Prev. + Prog.): \$6,661

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			Program					Local Match	
FTA 5307 SU			Transit Capital					80.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	0	1,043	1,043	209	834
2022	0	0	0	0	0	1,069	1,069	214	855
2023	0	0	0	0	0	1,095	1,095	219	876
2024	0	0	0	0	0	1,123	1,123	225	898
2025	0	0	0	0	0	1,151	1,151	230	921
2026	0	0	0	0	0	1,180	1,180	236	944
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$6,661	\$6,661	\$1,332	\$5,329

Planning, Communities in Motion Update, COMPASS

Regionally Significant: Inflated TIP Achievement:

Key #: 20271

Requesting Agency: COMPASS

Project Year: 2023-2025

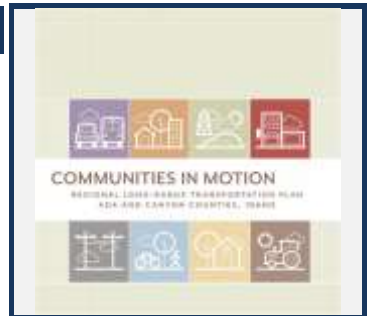
Total Previous Allocations: \$0

Total Programmed Budget: \$636

Total Cost (Prev. + Prog.): \$636

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			Program					Local Match	
STBG-TMA			Local Hwy - Transportation Management					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	30	0	0	0	0	30	28	2
2024	0	253	0	0	0	0	253	234	19
2025	0	78	0	0	0	0	78	72	6
PD	0	275	0	0	0	0	275	255	20
Fund Totals:	\$0	\$636	\$0	\$0	\$0	\$0	\$636	\$589	\$47

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

Planning, COMPASS

Regionally Significant: Inflated TIP Achievement:

Key #: CPA1

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$331

Total Programmed Budget: \$1,655

Total Cost (Prev. + Prog.): \$1,986

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities. These projects tie to Idaho Transportation Department key numbers 19920, 20560, 21889, 22387, 22800, and ORN23327.



Funding Source		STBG-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		
2022	0	232	0	0	0	0	232	215	17		
2023	0	232	0	0	0	0	232	215	17		
2024	0	232	0	0	0	0	232	215	17		
2025	0	232	0	0	0	0	232	215	17		
2026	0	232	0	0	0	0	232	215	17		
Fund Totals:	\$0	\$1,160	\$0	\$0	\$0	\$0	\$1,160	\$1,075	\$85		

Funding Source		STBG-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		
2022	0	198	0	0	0	0	198	183	15		
2024	0	99	0	0	0	0	99	92	7		
2025	0	99	0	0	0	0	99	92	7		
2026	0	99	0	0	0	0	99	92	7		
Fund Totals:	\$0	\$495	\$0	\$0	\$0	\$0	\$495	\$459	\$36		

Planning, High Capacity Corridor Alternatives Analysis, COMPASS

Regionally Significant: Inflated TIP Achievement:

Key #: 13046

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$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 for high capacity service.



Funding Source		STBG-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		
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 TIP Achievement:

Key #: CPA2

Requesting Agency: COMPASS

Project Year: 2021-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$7,650

Total Cost (Prev. + Prog.): \$7,650

Project Description

Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration. These projects tie to Idaho Transportation Department key numbers 19144, 20640, 22108, 22494, 22998 and ORN23401.



Funding Source		Program					Transit Capital		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	0	337	0	0	0	0	337	312	25	
2022	0	337	0	0	0	0	337	312	25	
2023	0	337	0	0	0	0	337	312	25	
2024	0	337	0	0	0	0	337	312	25	
2025	0	337	0	0	0	0	337	312	25	
Fund Totals:	\$0	\$1,685	\$0	\$0	\$0	\$0	\$1,685	\$1,561	\$124	

Funding Source		Program					Hwy - Metropolitan Planning		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	0	1,193	0	0	0	0	1,193	1,105	88	
2022	0	1,193	0	0	0	0	1,193	1,105	88	
2023	0	1,193	0	0	0	0	1,193	1,105	88	
2024	0	1,193	0	0	0	0	1,193	1,105	88	
2025	0	1,193	0	0	0	0	1,193	1,105	88	
Fund Totals:	\$0	\$5,965	\$0	\$0	\$0	\$0	\$5,965	\$5,527	\$438	

Planning, Travel Survey Data Collection, COMPASS

Regionally Significant: Inflated TIP Achievement:

Key #: 19303

Requesting Agency: COMPASS

Project Year: 2020-2021

Total Previous Allocations: \$150

Total Programmed Budget: \$700

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		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	
2021	0	700	0	0	0	0	700	649	51	
Fund Totals:	\$0	\$700	\$0	\$0	\$0	\$0	\$700	\$649	\$51	

Railroad Crossing, Benjamin Lane, Boise

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20537

Safety

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$336

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

Project Description

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



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	20	0	0	0	0	0	20	18	2		
2022	0	0	0	0	0	316	316	284	32		
Fund Totals:	\$20	\$0	\$0	\$0	\$0	\$316	\$336	\$302	\$34		

Railroad Crossing, Lemp Lane, Canyon County

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20358

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$260

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

Project Description

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



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	5	0	0	0	0	255	260	234	26		
Fund Totals:	\$5	\$0	\$0	\$0	\$0	\$255	\$260	\$234	\$26		

Railroad Crossing, Look Lane, near Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 20355

Requesting Agency: Notus-Parma Highway District

Project Year: 2022

Total Previous Allocations: \$90

Total Programmed Budget: \$724

Total Cost (Prev. + Prog.): \$814

Project Description

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



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	35	179	0	0	0	0	214	193	21		
2022	0	0	0	0	0	510	510	459	51		
Fund Totals:	\$35	\$179	\$0	\$0	\$0	\$510	\$724	\$652	\$72		

Railroad Crossing, Milwaukee Street, Boise

Regionally Significant: Inflated TIP Achievement:

Key #: 23389

Safety

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$400

Total Cost (Prev. + Prog.): \$400

Project Description

Resurface the railroad crossing on Milwaukee Street in the City of Boise. Work will also include improvements to the concrete planking, ballasts, ties, and rails at the intersection. Costs will be shared with the railroad.



Funding Source		State		Program				State Hwy - Strategic Initiatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	200	200	0	200		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$200	\$200	\$0	\$200		

Funding Source		Private Developer		Program				External to ITD Financials		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	0	200	200	0	200		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$200	\$200	\$0	\$200		

Railroad Crossing, Old Fort Boise Road, Canyon County

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20606

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$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		Program						Local Match	
Fed RRX		Hwy Safety - Federal Rail						10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	10	0	0	10	0	0	20	18	2
2023	0	0	0	0	0	235	235	212	24
Fund Totals:	\$10	\$0	\$0	\$10	\$0	\$235	\$255	\$230	\$26

Roadway and ADA Improvements, Boise Area – FY2024

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20674

Pavement

Requesting Agency: ACHD

Safety

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$8,801

Total Cost (Prev. + Prog.): \$8,801

Project Description

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



Funding Source		Local Participating		Program				Local Match	
STBG-TMA		Hwy - Local Partnerships				100.00%			
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	29	0	0	0	0	0	29	0	29
2022	0	536	0	0	0	0	536	0	536
Fund Totals:	\$29	\$536	\$0	\$0	\$0	\$0	\$565	\$0	\$565

Funding Source		Program				Local Match			
STBG-TMA		Local Hwy - Transportation Management				7.34%			
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	722	0	0	0	0	722	669	53
2024	0	0	0	0	979	6,535	7,514	6,962	552
Fund Totals:	\$0	\$722	\$0	\$0	\$979	\$6,535	\$8,236	\$7,631	\$605

Roadway and ADA Improvements, Boise Area – FY2025

Regionally Significant: Inflated

TIP Achievement:

Key # : 21896

Safety

Requesting Agency: ACHD

Pavement

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$8,231

Total Cost (Prev. + Prog.): \$8,231

Project Description

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



Cost Year*	Local Participating		Program				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2022	30	0	0	0	0	0	30	0	30
2023	0	509	765	0	0	0	1,274	0	1,274
Fund Totals:	\$30	\$509	\$765	\$0	\$0	\$0	\$1,304	\$0	\$1,304

Cost Year*	STBG-TMA		Program				Total	Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2023	0	730	0	0	0	0	730	676	54
2025	0	0	0	0	808	5,389	6,197	5,742	455
Fund Totals:	\$0	\$730	\$0	\$0	\$808	\$5,389	\$6,927	\$6,419	\$508

Roadway and ADA Improvements, Boise Area – FY2026

Regionally Significant: Inflated

TIP Achievement:

Key # : 22390

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$5,621

Total Cost (Prev. + Prog.): \$5,621

Project Description

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



Cost Year*	STBG-TMA		Program				Total	Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
	0	0	0	0	0	0	0	0	0
2024	20	491	0	0	0	0	511	473	38
2026	0	0	0	0	667	4,443	5,110	4,735	375
Fund Totals:	\$20	\$491	\$0	\$0	\$667	\$4,443	\$5,621	\$5,208	\$413

Roadway and ADA Improvements, Boise Area – FY2027

Regionally Significant: Inflated TIP Achievement:

Key #: 22816

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$5,624

Total Cost (Prev. + Prog.): \$5,624

Project Description

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



Funding Source			Program				Local Match		7.34%	
STBG-TMA	Local Hwy - Transportation Management	Local Match	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting								
2025	20	494	0	0	0	0	514	476	38	
2027	0	0	0	0	667	4,443	5,110	4,735	375	
Fund Totals:	\$20	\$494	\$0	\$0	\$667	\$4,443	\$5,624	\$5,211	\$413	

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

Roadway and ADA Improvements, Part 1, Boise Area – FY2023

Regionally Significant: Inflated

TIP Achievement:

Key #: 20259

Pavement

Requesting Agency: ACHD

Safety

Project Year: 2023

Total Previous Allocations: \$538

Total Programmed Budget: \$5,793

Total Cost (Prev. + Prog.): \$6,331



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Allumbaugh Street, Franklin Road to Fairmont Street; Cole Road, Ustick Road to Mountain View Drive; Edgewood Road, Harvey Street to Floating Feather Road; Goldenrod Avenue, western terminus to Cloverdale Road; Orchard Street, Emerald Street to Fairview Avenue and Fairview Avenue to Chinden Boulevard.

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
2022	0	139	0	0	0	0	139	129	10
Fund Totals:	\$0	\$139	\$0	\$0	\$0	\$0	\$139	\$129	\$10

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
2022	0	167	0	0	0	0	167	0	167
Fund Totals:	\$0	\$167	\$0	\$0	\$0	\$0	\$167	\$0	\$167

Funding Source STBG-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
2023	0	0	0	0	716	4,771	5,487	5,084	403
Fund Totals:	\$0	\$0	\$0	\$0	\$716	\$4,771	\$5,487	\$5,084	\$403

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

Roadway and ADA Improvements, Part 2, Boise Area – FY2023

Regionally Significant: Inflated

TIP Achievement:

Key # : 19993

Safety

Requesting Agency: ACHD

Pavement

Project Year: 2023

Total Previous Allocations: \$231

Total Programmed Budget: \$2,154

Total Cost (Prev. + Prog.): \$2,385

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment includes: Beacon Light Road, State Highway 16 to Ballentyne Lane.



Funding Source		STBG-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	
2021	0	-197	0	0	0	0	-197	-183	-14	
2023	0	0	0	0	306	2,045	2,351	2,178	173	
Fund Totals:	\$0	(\$197)	\$0	\$0	\$306	\$2,045	\$2,154	\$1,996	\$158	

Roadway and ADA Improvements, Part 2, Boise Area – FY2026

Regionally Significant: Inflated

TIP Achievement:

Key # : 22391

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,419

Total Cost (Prev. + Prog.): \$2,419

Project Description

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



Funding Source		STBG-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	
2024	9	210	0	0	0	0	219	203	16	
2026	0	0	0	0	286	1,914	2,200	2,039	161	
Fund Totals:	\$9	\$210	\$0	\$0	\$286	\$1,914	\$2,419	\$2,241	\$178	

Roadway and ADA Improvements, Part 2, Boise Area – FY2027

Regionally Significant: Inflated **TIP Achievement:**

Key # : 22817

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,410

Total Cost (Prev. + Prog.): \$2,410

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 adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined prior to the obligation in the design year.



Funding Source STBG-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
2025	9	211	0	0	0	0	220	204	16
PD	0	0	0	0	286	1,904	2,190	2,029	161
Fund Totals:	\$9	\$211	\$0	\$0	\$286	\$1,904	\$2,410	\$2,233	\$177

Roadway and ADA Improvements, Part 3, Boise Area – FY2023

Regionally Significant: Inflated **TIP Achievement:**

Key # : 20080

Requesting Agency: ACHD

Project Year: 2023

Total Previous Allocations: \$80

Total Programmed Budget: \$306

Total Cost (Prev. + Prog.): \$386

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Idaho Street, 16th Street to Broadway Avenue; 16th Street, Front Street to State Street; Bannock Street, 16th Street to 15th Street and 9th to 2nd; and 15th Street, Front Street to State Street.



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
2023	0	0	0	0	0	306	306	0	306
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$306	\$306	\$0	\$306

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

Roadway and ADA Improvements, Part 3, Boise Area – FY2024

Regionally Significant: Inflated

TIP Achievement:

Key #: 20683

Safety

Requesting Agency: ACHD

Pavement

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$387

Total Cost (Prev. + Prog.): \$387

Project Description

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



Cost Year*	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2022	5	76	0	0	0	0	81	0	81
2024	0	0	0	0	0	306	306	0	306
Fund Totals:	\$5	\$76	\$0	\$0	\$0	\$306	\$387	\$0	\$387

Roadway and ADA Improvements, Part 3, Boise Area – FY2025

Regionally Significant: Inflated

TIP Achievement:

Key #: 21902

Safety

Requesting Agency: ACHD

Pavement

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$387

Total Cost (Prev. + Prog.): \$387

Project Description

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



Cost Year*	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2023	5	76	0	0	0	0	81	0	81
2025	0	0	0	0	0	306	306	0	306
Fund Totals:	\$5	\$76	\$0	\$0	\$0	\$306	\$387	\$0	\$387

Roadway and ADA Improvements, Part 3, Boise Area – FY2026

Regionally Significant: Inflated TIP Achievement:

Key # : 22392

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$387

Total Cost (Prev. + Prog.): \$387

Project Description

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



Cost Year*	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2024	5	76	0	0	0	0	81	0	81
2026	0	0	0	0	0	306	306	0	306
Fund Totals:	\$5	\$76	\$0	\$0	\$0	\$306	\$387	\$0	\$387

Roadway and ADA Improvements, Part 3, Boise Area – FY2027

Regionally Significant: Inflated TIP Achievement:

Key # : 22927

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$387

Total Cost (Prev. + Prog.): \$387

Project Description

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



Cost Year*	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2025	5	76	0	0	0	0	81	0	81
2027	0	0	0	0	0	306	306	0	306
Fund Totals:	\$5	\$76	\$0	\$0	\$0	\$306	\$387	\$0	\$387

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

Regionally Significant: Inflated TIP Achievement:

Key #: 20788

Requesting Agency: ITD

Project Year: 2019-2021

Total Previous Allocations: \$125,140

Total Programmed Budget: \$23,291

Total Cost (Prev. + Prog.): \$148,431

Project Description

Preliminary engineering and right-of-way acquisition to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 construction is unfunded.



Funding Source		IM	Program					State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	0	7,650	0	0	0	7,650	7,088	562		
Fund Totals:	\$0	\$0	\$7,650	\$0	\$0	\$0	\$7,650	\$7,088	\$562		

Funding Source		State	Program					Hwy GARVEE - Future Authorization		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	100	17,281	-1,790	50	0	0	15,641	0	15,641		
Fund Totals:	\$100	\$17,281	(\$1,790)	\$50	\$0	\$0	\$15,641	\$0	\$15,641		

SH-16, Phyllis Canal Bridge & South STG

Regionally Significant: Inflated TIP Achievement:

Key #: 12917

Bridge

Requesting Agency: ITD

Project Year:

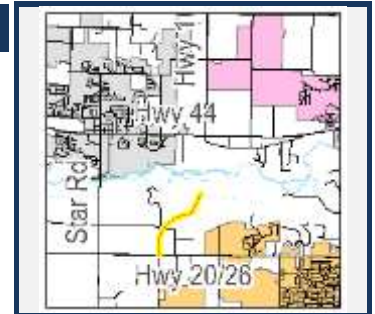
Total Previous Allocations: \$13,105

Total Programmed Budget: \$391

Total Cost (Prev. + Prog.): \$13,496

Project Description

SH 16, SH 44 (State Street) to US 20/26 (Chinden Boulevard) River Crossing. This project includes a bridge over the Phyllis Canal and the South Phase.



Funding Source		STBG-State	Program					State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	391	391	362	29		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$391	\$391	\$362	\$29		

SH-21, Technology Way to Surprise Way, Boise

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 20428 Safety

Requesting Agency: ITD
 Project Year: 2022
 Total Previous Allocations: \$0
 Total Programmed Budget: \$4,230
 Total Cost (Prev. + Prog.): \$4,230



Project Description

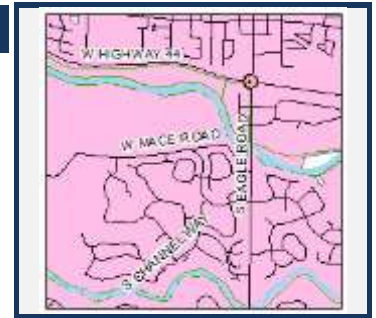
Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project includes two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders.

Funding Source			Program					Local Match	
HB132 and HB312			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
2021	146	4	0	0	0	0	150	0	150
2022	0	0	0	0	510	3,570	4,080	0	4,080
Fund Totals:	\$146	\$4	\$0	\$0	\$510	\$3,570	\$4,230	\$0	\$4,230

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

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 13476 Safety

Requesting Agency: ITD
 Project Year: 2021
 Total Previous Allocations: \$1,376
 Total Programmed Budget: \$8,384
 Total Cost (Prev. + Prog.): \$9,760



Project Description

Expand the current intersection configuration to increase capacity, as well as remove all four existing free-flowing right-turn lanes at State Highway 44 (State Street) and State Highway 55 (Eagle Road) in the City of Eagle. Work includes pavement widening and resurfacing, installation of raised medians, signage and striping improvements, pedestrian access, signalization, Intelligent Transportation System improvements, and localized drainage improvements.

Funding Source			Program					Local Match	
State			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
2021	80	1,062	193	0	1,762	6,612	9,709	0	9,709
Fund Totals:	\$80	\$1,062	\$193	\$0	\$1,762	\$6,612	\$9,709	\$0	\$9,709

Funding Source			Program					Local Match	
HSIP (State)			State Hwy - Safety & Capacity (Safety)					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	-20	-206	0	0	0	0	-226	-209	-17
Fund Totals:	(\$20)	(\$206)	\$0	\$0	\$0	\$0	(\$226)	(\$209)	(\$17)

Funding Source			Program					Local Match	
NHPP			State Hwy - Safety & Capacity (Capacity)					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	-50	-856	-193	0	0	0	-1,099	-1,018	-81
Fund Totals:	(\$50)	(\$856)	(\$193)	\$0	\$0	\$0	(\$1,099)	(\$1,018)	(\$81)

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

SH-44 (State Street), Palmer Lane Intersection Improvements, Star

Regionally Significant: Inflated

TIP Achievement:

Key #: 22718

Requesting Agency: Private Developer

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$850

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

Project Description

Install a traffic signal at the State Highway 44 (State Street) and Palmer Lane intersection in the City of Star to improve safety and mobility.



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
2021	70	0	0	0	0	0	70	0	70
2027	0	0	0	0	85	695	780	0	780
Fund Totals:	\$70	\$0	\$0	\$0	\$85	\$695	\$850	\$0	\$850

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 20266

NHS-LOTTR

Requesting Agency: ITD

Safety

Project Year: 2023

Total Previous Allocations: \$463

Total Programmed Budget: \$8,760

Total Cost (Prev. + Prog.): \$9,223

Project Description

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



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
2021	0	90	0	0	0	0	90	0	90
2023	0	0	0	0	765	7,905	8,670	0	8,670
Fund Totals:	\$0	\$90	\$0	\$0	\$765	\$7,905	\$8,760	\$0	\$8,760

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 20574

Safety

Requesting Agency: ITD

Pavement

Project Year: 2024

Total Previous Allocations: \$1,400

NHS-LOTTR

Total Programmed Budget: \$11,836

Total Cost (Prev. + Prog.): \$13,236

Project Description

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



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
2021	61	0	1,000	0	0	0	1,061	0	1,061
2024	0	0	0	0	704	10,071	10,775	0	10,775
Fund Totals:	\$61	\$0	\$1,000	\$0	\$704	\$10,071	\$11,836	\$0	\$11,836

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 13463

Requesting Agency: ITD

Project Year: 2016

Total Previous Allocations: \$6,684

Total Programmed Budget: \$100

Total Cost (Prev. + Prog.): \$6,784

Project Description

To rehabilitate State Highway 44 from Interstate 84 in Canyon County to Plummer Road in the City of Star. The project will extend the service life of the roadway and improve the riding surface. Other improvements include: guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts.



Funding Source			Program					Local Match	
STBG-State			State Hwy - Restoration					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	50	50	100	93	7
Fund Totals:	\$0	\$0	\$0	\$0	\$50	\$50	\$100	\$93	\$7

SH-45 and Locust Lane Intersection, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 22717

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,741

Total Cost (Prev. + Prog.): \$2,741

Project Description

Install a traffic signal at State Highway 45 and Locust Lane in the City of Nampa to improve safety.



Funding Source		State		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	20	0	0	0	0	0	20	0	20		
2022	150	0	0	0	0	0	150	0	150		
2023	0	0	150	0	0	0	150	0	150		
2027	0	0	0	0	204	1,585	1,789	0	1,789		
Fund Totals:	\$170	\$0	\$150	\$0	\$204	\$1,585	\$2,109	\$0	\$2,109		

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	0	632	0	0	0	632	0	632		
Fund Totals:	\$0	\$0	\$632	\$0	\$0	\$0	\$632	\$0	\$632		

SH-45, SH-78 to Deer Flat Road, Canyon and Owyhee Counties

Regionally Significant: Inflated TIP Achievement:

Key #: 21849

Pavement

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$520

Total Programmed Budget: \$6,182

Total Cost (Prev. + Prog.): \$6,702

Project Description

Reconstruct State Highway 45 from the junction of State Highway 78, just across the Snake River in Owyhee County, to Melba Road in Canyon County. Work also includes a mill and inlay treatment on State Highway 45 from Melba Road to Deer Flat Road. These treatments will rebuild the structural capacity of the pavement. (82% Canyon County and 17% Owyhee County)



Funding Source		NHPP		Program				State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	-81	41	0	0	0	0	-40	-37	-3		
2025	0	0	0	0	812	5,410	6,222	5,765	457		
Fund Totals:	(\$81)	\$41	\$0	\$0	\$812	\$5,410	\$6,182	\$5,728	\$454		

SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle

Regionally Significant: Inflated TIP Achievement:

Key #: 22665

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$8,485

Total Cost (Prev. + Prog.): \$8,485

Project Description

Rehabilitate the pavement on State Highway 55 (Eagle Road), from Interstate 84 in the City of Meridian to State Highway 44 (State Street) in the City of Eagle, to improve ride quality and extend pavement life.



Funding Source		State		Program				State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

Funding Source		NHPP		Program				State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	50	700	0	0	0	0	750	695	55		
2027	0	0	0	0	604	7,131	7,735	7,167	568		
Fund Totals:	\$50	\$700	\$0	\$0	\$604	\$7,131	\$8,485	\$7,862	\$623		

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

Regionally Significant: Inflated TIP Achievement:

Key #: 13349

Requesting Agency: Private Developer

Project Year: 2021

Total Previous Allocations: \$176

Total Programmed Budget: \$5,300

Total Cost (Prev. + Prog.): \$5,476

Project Description

Add one lane southbound from River Valley Street to Franklin Road in the City of Meridian. The project will be constructed by the developer of the Meridian Towne Center shopping center (The Village at Meridian) using State Tax Anticipated Revenue (STAR) financing.



Funding Source		STAR		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	300	5,000	5,300	0	5,300		
Fund Totals:	\$0	\$0	\$0	\$0	\$300	\$5,000	\$5,300	\$0	\$5,300		

SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon

Regionally Significant: Inflated TIP Achievement:

Key #: 22715

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$68,764

Total Cost (Prev. + Prog.): \$68,764

Project Description

To design and acquire right-of-way in preparation to widen State Highway 55 (Karcher Road) from Farmway Road to Middleton Road in Canyon County. The project will add one travel lane in each direction to improve mobility and reduce crashes along the corridor. Construction of 10th Avenue to Middleton Road is shown under Key Number ORN23184. Construction of Farmway Road to 10th Avenue is unfunded.



Funding Source	State	Program						Local Match 100.00%	
		State Hwy - Safety & Capacity (Capacity)	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting							
2022	1,020	10,200	0	0	0	0	11,220	0	11,220
2023	0	0	14,790	0	0	0	14,790	0	14,790
2024	0	0	15,810	0	0	0	15,810	0	15,810
2025	0	0	0	0	520	5,202	5,722	0	5,722
2027	0	0	0	0	2,397	18,825	21,222	0	21,222
Fund Totals:	\$1,020	\$10,200	\$30,600	\$0	\$2,917	\$24,027	\$68,764	\$0	\$68,764

SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Design, Canyon

Regionally Significant: Inflated TIP Achievement:

Key #: 21867

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$2

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

Project Description

Widen State Highway 55 (Karcher Road) from Indiana Avenue to Lake Avenue to Middleton Road in the Cities of Caldwell and Nampa. The project will add one travel lane in each direction to improve mobility and reduce crashes along the corridor. Construction is shown under Key Number 22715.



Funding Source	TECM	Program						Local Match 100.00%	
		State Hwy - Safety & Capacity (Capacity)	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting							
2021	2	0	0	0	0	0	2	0	2
Fund Totals:	\$2	\$0	\$0	\$0	\$0	\$0	\$2	\$0	\$2

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

SH-55, Pear Lane to Farmway Road, Canyon County

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23335 Asset Management

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$10,035

Total Cost (Prev. + Prog.): \$10,035

Project Description

Preliminary engineering and right-of-way acquisition to improve safety and mobility on SH-55 by widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane) from Pear Lane to Indiana Avenue in Canyon County. Construction is currently unfunded.



Cost Year*	TECM		Program State Hwy - Safety & Capacity (Capacity)					Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	3,182	0	0	0	0	0	3,182	0	3,182
2024	0	0	6,853	0	0	0	6,853	0	6,853
Fund Totals:	\$3,182	\$0	\$6,853	\$0	\$0	\$0	\$10,035	\$0	\$10,035

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

Regionally Significant: Inflated **TIP Achievement:**
Key # : 20506 Pavement

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$200

Total Programmed Budget: \$11,744

Total Cost (Prev. + Prog.): \$11,944

Project Description

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



Cost Year*	NHPP		Program State Hwy - Restoration					Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	920	10,824	11,744	10,882	862
Fund Totals:	\$0	\$0	\$0	\$0	\$920	\$10,824	\$11,744	\$10,882	\$862

SH-55, Snake River Bridge, Marsing

Regionally Significant: Inflated TIP Achievement:

Key #: 13387

Requesting Agency: ITD

Project Year: 2019-2020

Total Previous Allocations: \$17,964

Total Programmed Budget: \$115

Total Cost (Prev. + Prog.): \$18,079

Project Description

Replace bridge on State Highway 55 over the Snake River near the City of Marsing. (69% Canyon County and 31% Owyhee County).



Funding Source		Program						Local Match	
HB132 and HB312		State Hwy - Bridge Restoration						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	20	5	0	95	-5	115	0	115
Fund Totals:	\$0	\$20	\$5	\$0	\$95	(\$5)	\$115	\$0	\$115

SH-69, Pavement Preservation, Kuna to Meridian

Regionally Significant: Inflated TIP Achievement:

Key #: 22699

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,593

Total Cost (Prev. + Prog.): \$2,593

Project Description

Sealcoat the pavement surface on State Highway 69 (Meridian Road), from Orchard Avenue in the City of Kuna to Interstate 84 in the City of Meridian, to improve ride quality and extend the pavement lifespan.



Funding Source		Program						Local Match	
STBG-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
2022	92	0	0	0	0	0	92	85	7
2027	0	0	0	0	184	2,317	2,501	2,317	184
Fund Totals:	\$92	\$0	\$0	\$0	\$184	\$2,317	\$2,593	\$2,403	\$190

South 4th Avenue, Indian Creek Bridge, Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 22593

Requesting Agency: City of Caldwell

Project Year: 2021

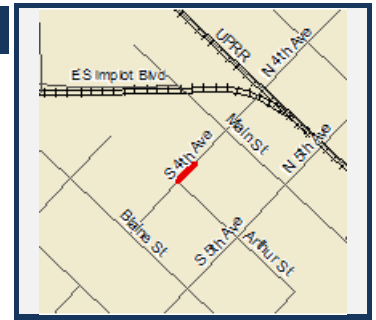
Total Previous Allocations: \$278

Total Programmed Budget: \$2,540

Total Cost (Prev. + Prog.): \$2,818

Project Description

Improve bridge on South 4th Avenue over Indian Creek in the City of Caldwell. The bridge is in poor condition. Funds will come from the Competitive Highway Bridge Program, as well as formula funds.



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		
2021	2	166	0	0	472	1,001	1,641	1,521	120		
Fund Totals:	\$2	\$166	\$0	\$0	\$472	\$1,001	\$1,641	\$1,521	\$120		

Funding Source		Bridge (Discretionary)		Program				Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	0	899	899	833	66
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$899	\$899	\$833	\$66

South Cemetery Road, Highland Drive to Willow Creek, Middleton

Regionally Significant: Inflated TIP Achievement:

Key #: 12048

Requesting Agency: City of Middleton

Project Year: 2021

Total Previous Allocations: \$762

Total Programmed Budget: \$3,921

Total Cost (Prev. + Prog.): \$4,683

Project Description

Construct a new 0.284 mile roadway segment linking State Highway 44 and Middleton Road by way of Highland Drive and Sawtooth Lake Drive in the City of Middleton.



Funding Source		STBG-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		
2021	12	28	0	0	456	3,425	3,921	3,633	288		
Fund Totals:	\$12	\$28	\$0	\$0	\$456	\$3,425	\$3,921	\$3,633	\$288		

SR2S, VRT, Ada County – FY2021 and FY2022

Regionally Significant: Inflated TIP Achievement:

Key #: 20245

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2021-2022

Total Previous Allocations: \$0

Total Programmed Budget: \$344

Total Cost (Prev. + Prog.): \$344

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.



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
2021	0	0	0	0	0	288	288	267	21
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$288	\$288	\$267	\$21

Funding Source STBG-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
2021	0	0	0	0	0	56	56	52	4
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$56	\$56	\$52	\$4

SR2S, VRT, Ada County – FY2023

Regionally Significant: Inflated TIP Achievement:

Key #: 20493

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$171

Total Cost (Prev. + Prog.): \$171

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.



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
2023	0	0	0	0	0	171	171	158	13
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$171	\$171	\$158	\$13

SR2S, VRT, Ada County – FY2024 and FY2025

Regionally Significant: Inflated

TIP Achievement:

Key #: 21910

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$405

Total Cost (Prev. + Prog.): \$405

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.



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
2024	0	0	0	0	0	405	405	375	30
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$405	\$405	\$375	\$30

SR2S, VRT, Ada County – FY2026

Regionally Significant: Inflated

TIP Achievement:

Key #: 22993

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$218

Total Cost (Prev. + Prog.): \$218

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 year FY2026.



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
2026	0	0	0	0	0	218	218	202	16
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$218	\$218	\$202	\$16

SR2S, VRT, Canyon County – FY2021

Regionally Significant: Inflated

Key #: 22031

TIP Achievement:

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$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		TAP-State		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		
2021	0	0	0	0	0	65	65	60	5		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5		

SR2S, VRT, Canyon County – FY2022

Regionally Significant: Inflated

Key #: 22922

TIP Achievement:

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$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		TAP-State		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		
2022	0	0	0	0	0	65	65	60	5		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5		

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

Regionally Significant: Inflated TIP Achievement:

Key #: 20275

Requesting Agency: ACHD

Project Year:

Total Previous Allocations: \$480

Total Programmed Budget: \$10

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

Project Description

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



Funding Source		HSIP (Local)		Program			State Highway - Safety		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	0	0	0	0	10	0	10	9	1	
Fund Totals:	\$0	\$0	\$0	\$0	\$10	\$0	\$10	\$9	\$1	

Study, Big Data Purchase, COMPASS

Regionally Significant: Inflated TIP Achievement:

Key #: 22394

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$150

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

Project Description

Purchase data from vendor(s) to supplement the COMPASS Household Travel Survey data (2021) and census data. The data will be used to update the "external" trip (trip to/from the surrounding counties) rates and characteristics in the regional travel demand model; analyze non-motorized travel; and allow for review of trips, travel time, time of day, and mode to and from sub-areas (smaller than cities) in the region to help refine specific parameters in the regional model.



Funding Source		STBG-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	
2025	0	150	0	0	0	0	150	139	11	
Fund Totals:	\$0	\$150	\$0	\$0	\$0	\$0	\$150	\$139	\$11	

Study, Fiscal Impact Analysis, COMPASS

Regionally Significant: Inflated TIP Achievement:

Key #: 22395

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$60

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

Project Description

To better implement the goals of Communities in Motion, this project will provide information on the fiscal impact of various growth patterns. Work will update the fiscal impact analysis calculator, develop a web-based interface to help analyze the public costs and revenues of various land use patterns, build an economic model that can be used in the COMPASS development checklist for highlighting the costs of development, and conduct outreach and training for local decision-makers so that fiscal analysis can be used in local land use decision-making.



Funding Source			Program					Local Match	
STBG-TMA			Local Hwy - Transportation Management					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	60	0	0	0	0	60	56	4
Fund Totals:	\$0	\$60	\$0	\$0	\$0	\$0	\$60	\$56	\$4

Study, I-84, SH-44 to Centennial Way, Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 23341

Support

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$2,142

Total Cost (Prev. + Prog.): \$2,142

Project Description

Corridor study on I-84 from SH-44 (Exit 25) to Centennial Way (Exit 27) in the City of Caldwell to determine what improvements are needed to address safety and mobility in this corridor.



Funding Source			Program					Local Match	
TECM			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
2022	102	2,040	0	0	0	0	2,142	0	2,142
Fund Totals:	\$102	\$2,040	\$0	\$0	\$0	\$0	\$2,142	\$0	\$2,142

Study, Northside Boulevard, Karcher Road to Birch Lane, NEPA, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: NAM01

Requesting Agency: City of Nampa

Project Year: 2021

Total Previous Allocations: \$40

Total Programmed Budget: \$250

Total Cost (Prev. + Prog.): \$290

Project Description

Complete concept and start the National Environmental Policy Act (NEPA) alternatives analysis study to widen Northside Boulevard between Karcher Road and Birch Lane in the City of Nampa. The study includes a possible roundabout at the intersection of Northside Boulevard and Karcher Road and a pathway on the east edge of the roadway. Construction is considered "unfunded."



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
2021	0	250	0	0	0	0	250	0	250
Fund Totals:	\$0	\$250	\$0	\$0	\$0	\$0	\$250	\$0	\$250

Study, SH-45 Realignment Alternatives Analysis, PEL, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 23071

Requesting Agency: City of Nampa

Project Year: 2020-2021

Total Previous Allocations: \$0

Total Programmed Budget: \$405

Total Cost (Prev. + Prog.): \$405

Project Description

Complete a Planning and Environmental Linkages (PEL) review as a first step to determine possible alternatives to realign State Highway 45 (12th Avenue South) through the City of Nampa from Sheridan Avenue to 1st Street South, with connections to Interstate 84 on Northside Boulevard. Construction is considered "unfunded."



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
2021	5	400	0	0	0	0	405	0	405
Fund Totals:	\$5	\$400	\$0	\$0	\$0	\$0	\$405	\$0	\$405

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

Regionally Significant: Inflated TIP Achievement:

Key #: 21906

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$2,752

Total Programmed Budget: \$20

Total Cost (Prev. + Prog.): \$2,772

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		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	20	0	0	0	0	20	0	20		
Fund Totals:	\$0	\$20	\$0	\$0	\$0	\$0	\$20	\$0	\$20		

Study, Southern Connection to I-84 at SH-16 Interchange, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: NAM02

Support

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$200

Total Cost (Prev. + Prog.): \$200

Project Description

Corridor study to determine needs and weigh options for a southern connection to the future Interstate 84 Interchange at State Highway 16. A connection to local roads would be between McDermott Road and Robinson Road in the City of Nampa. Community outreach and engagement will be limited to information updates, as no decisions regarding specific design, location, impacts, or mitigation are intended as part of the study.



Funding Source		Non-Participating (Local)		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	200	0	0	0	0	200	185	15		
Fund Totals:	\$0	\$200	\$0	\$0	\$0	\$0	\$200	\$185	\$15		

Study, US 20/26, Junction I-84 to SH-55 (Eagle Road), Caldwell to Boise

Regionally Significant: Inflated TIP Achievement:

Key #: 07826

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$4,113

Total Programmed Budget: \$1

Total Cost (Prev. + Prog.): \$4,114

Project Description

Study the US 20/26 corridor to recommend possible future improvements on US 20/26 from the junction of I-84 in the City of Caldwell to SH-55 (Eagle Road) in the City of Boise.



Funding Source		STP-State		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	
2021	1	0	0	0	0	0	1	1	0	
Fund Totals:	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$1	\$0	

Ten Mile Road, Victory Road to Overland Road, Meridian

Regionally Significant: Inflated TIP Achievement:

Key #: RC0299

Requesting Agency: ACHD

Project Year: 2022-2023

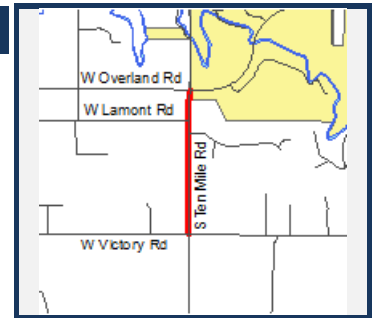
Total Previous Allocations: \$43

Total Programmed Budget: \$3,137

Total Cost (Prev. + Prog.): \$3,180

Project Description

Widen Ten Mile Road, from Victory Road to Overland Road in the City of Meridian, to five lanes with curb, gutter, sidewalk, and level three bicycle facility.



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	
2021	0	3	150	0	0	0	153	0	153	
2022	0	0	0	4	0	2,830	2,834	0	2,834	
2023	0	0	0	0	0	150	150	0	150	
Fund Totals:	\$0	\$3	\$150	\$4	\$0	\$2,980	\$3,137	\$0	\$3,137	

Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant: Inflated TIP Achievement:

Key #: 19691

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,346

Total Cost (Prev. + Prog.): \$2,346

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	
2021	0	0	0	0	0	391	391	313	78	
2022	0	0	0	0	0	391	391	313	78	
2023	0	0	0	0	0	391	391	313	78	
2024	0	0	0	0	0	391	391	313	78	
2025	0	0	0	0	0	391	391	313	78	
2026	0	0	0	0	0	391	391	313	78	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,346	\$2,346	\$1,877	\$469	

Transit - Acquisition of Service, Canyon County, VRT

Regionally Significant: Inflated TIP Achievement:

Key #: 19464c

Requesting Agency: Valley Regional Transit

Project Year: 2021-2022

Total Previous Allocations: \$0

Total Programmed Budget: \$126

Total Cost (Prev. + Prog.): \$126

Project Description

Provide transportation services through Valley Regional Transit in rural and urban areas of Ada and Canyon Counties, for services in FY2021 and FY2022. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 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	
2021	0	0	0	0	0	63	63	50	13	
2022	0	0	0	0	0	63	63	50	13	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$126	\$126	\$101	\$25	

Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant: Inflated TIP Achievement:

Key #: 19464a

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

Total Previous Allocations: \$283

Total Programmed Budget: \$1,938

Total Cost (Prev. + Prog.): \$2,221

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				
2021	0	0	0	0	0	323	323	258	65				
2022	0	0	0	0	0	323	323	258	65				
2023	0	0	0	0	0	323	323	258	65				
2024	0	0	0	0	0	323	323	258	65				
2025	0	0	0	0	0	323	323	258	65				
2026	0	0	0	0	0	323	323	258	65				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,938	\$1,938	\$1,550	\$388				

Transit - Fixed Line Service, Rural Areas, TVT

Regionally Significant: Inflated TIP Achievement:

Key #: 19983

Requesting Agency: Treasure Valley Transit

Project Year: 2021-2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,600

Total Cost (Prev. + Prog.): \$1,600

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				
2021	0	0	0	0	0	800	800	570	230				
2022	0	0	0	0	0	800	800	570	230				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,600	\$1,600	\$1,140	\$460				

Transit - Fueling Station and Parking Lot, Boise

Regionally Significant: Inflated TIP Achievement:

Key #: 23091

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$2,675

Total Cost (Prev. + Prog.): \$2,675

Project Description

To renovate the compressed natural gas fueling island (installed in 1995) and rehabilitate and expand the parking lot at the Orchard maintenance facility in the City of Boise. This project is funded with a nationally-competitive grant for bus and bus facilities.



Funding Source		FTA 5339 (b)						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2021	0	0	0	0	0	2,675	2,675	2,140	535				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,675	\$2,675	\$2,140	\$535				

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

Regionally Significant: Inflated TIP Achievement:

Key #: 19380a

Requesting Agency: Treasure Valley Transit

Project Year: 2020

Total Previous Allocations: \$0

Total Programmed Budget: \$384

Total Cost (Prev. + Prog.): \$384

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				
2021	0	384	0	0	0	0	384	307	77				
Fund Totals:	\$0	\$384	\$0	\$0	\$0	\$0	\$384	\$307	\$77				

Transit - Nampa Transit-Oriented Development, Property, TVT

Regionally Significant: Inflated

TIP Achievement:

Key #: 20136d

Requesting Agency: Treasure Valley Transit

Project Year: 2020

Total Previous Allocations: \$0

Total Programmed Budget: \$1,125

Total Cost (Prev. + Prog.): \$1,125

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	1,125	0	0	0	1,125	900	225		
Fund Totals:	\$0	\$0	\$1,125	\$0	\$0	\$0	\$1,125	\$900	\$225		

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 18786

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$10,900

Total Cost (Prev. + Prog.): \$10,900

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	1,726	1,726	863	863		
2022	0	0	0	0	0	1,762	1,762	881	881		
2023	0	0	0	0	0	1,796	1,796	898	898		
2024	0	0	0	0	0	1,834	1,834	917	917		
2025	0	0	0	0	0	1,872	1,872	936	936		
2026	0	0	0	0	0	1,910	1,910	955	955		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$10,900	\$10,900	\$5,450	\$5,450		

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

Transit - Operations - Mobility Management, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19041

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

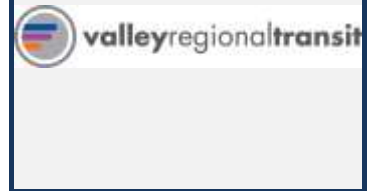
Total Previous Allocations: \$0

Total Programmed Budget: \$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				
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				
2024	0	0	0	0	0	714	714	357	357				
2025	0	0	0	0	0	714	714	357	357				
2026	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

TIP Achievement:

Key #: 18914

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

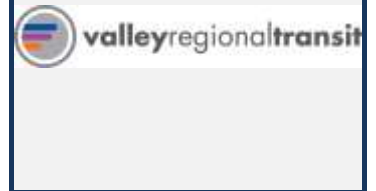
Total Previous Allocations: \$0

Total Programmed Budget: \$3,436

Total Cost (Prev. + Prog.): \$3,436

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				
2021	0	0	0	0	0	538	538	430	108				
2022	0	0	0	0	0	551	551	441	110				
2023	0	0	0	0	0	565	565	452	113				
2024	0	0	0	0	0	579	579	463	116				
2025	0	0	0	0	0	594	594	475	119				
2026	0	0	0	0	0	609	609	487	122				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,436	\$3,436	\$2,749	\$687				

Transit - Preventive Maintenance and Paratransit, Boise Area, VRT

Regionally Significant: Inflated TIP Achievement:

Key #: 19137

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$21,908

Total Cost (Prev. + Prog.): \$21,908

Project Description

Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



Funding Source		FTA 5307 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	0	0	0	0	0	3,499	3,499	2,799	700	
2022	0	0	0	0	0	3,558	3,558	2,846	712	
2023	0	0	0	0	0	3,618	3,618	2,894	724	
2024	0	0	0	0	0	3,680	3,680	2,944	736	
2025	0	0	0	0	0	3,744	3,744	2,995	749	
2026	0	0	0	0	0	3,809	3,809	3,047	762	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$21,908	\$21,908	\$17,526	\$4,382	

Transit - Purchase of Service, Rural Areas, TVT

Regionally Significant: Inflated TIP Achievement:

Key #: 19464b

Requesting Agency: Treasure Valley Transit

Project Year: 2021-2022

Total Previous Allocations: \$0

Total Programmed Budget: \$353

Total Cost (Prev. + Prog.): \$353

Project Description

Provide transportation services through Treasure Valley Transit in rural areas of Southwest Idaho, including Canyon County, for services in FY2021 and FY2022. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 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	
2021	0	0	0	0	0	176	176	141	35	
2022	0	0	0	0	0	177	177	142	35	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$353	\$353	\$282	\$71	

Transit - Rolling Stock and Infrastructure, Boise Area, VRT - FY2020

Regionally Significant: Inflated

TIP Achievement:

Key # : 22509

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Allocations: \$0

Total Programmed Budget: \$3,750

Total Cost (Prev. + Prog.): \$3,750

Project Description

Funds will be used to replace rolling stock as outlined in the Transit Asset Management Plan, expand rolling stock, and add electric charging stations in the Boise Urbanized Area.



Funding Source		FTA 5339 (c)						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2021	0	0	0	0	0	3,750	3,750	3,000	750				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,750	\$3,750	\$3,000	\$750				

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

Regionally Significant: Inflated

TIP Achievement:

Key # : 18788

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,270

Total Cost (Prev. + Prog.): \$2,270

Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Boise Urbanized Area.



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				
2021	0	0	0	0	0	679	679	543	136				
2022	0	0	0	0	0	503	503	402	101				
2023	0	0	0	0	0	413	413	330	83				
2024	0	0	0	0	0	320	320	256	64				
2025	0	0	0	0	0	226	226	181	45				
2026	0	0	0	0	0	129	129	103	26				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,270	\$2,270	\$1,816	\$454				

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 19122

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

Total Previous Allocations: \$898

Total Programmed Budget: \$5,014

Total Cost (Prev. + Prog.): \$5,912

Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, 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
2021	0	0	0	0	0	1,544	1,544	1,235	309
2022	0	0	0	0	0	694	694	555	139
2023	0	0	0	0	0	694	694	555	139
2024	0	0	0	0	0	694	694	555	139
2025	0	0	0	0	0	694	694	555	139
2026	0	0	0	0	0	694	694	555	139
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,014	\$5,014	\$4,011	\$1,003

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

TIP Achievement:

Key #: 18905

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$2,496

Total Cost (Prev. + Prog.): \$2,496

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2021 in the Boise Urbanized Area.



Funding Source STBG-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
2021	0	0	0	0	0	2,496	2,496	2,313	183
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,496	\$2,496	\$2,313	\$183

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

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

TIP Achievement:

Key # : 19763

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$3,117

Total Cost (Prev. + Prog.): \$3,117

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2022 in the Boise Urbanized Area.



Funding Source STBG-TMA			Program Local Hwy – CRRSAA 2021				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	2,599	2,599	2,408	191
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,599	\$2,599	\$2,408	\$191

Funding Source STBG-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
2022	0	0	0	0	0	518	518	480	38
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$518	\$518	\$480	\$38

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

TIP Achievement:

Key # : 19950

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$0

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

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2023 in the Boise Urbanized Area.



Funding Source STBG-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
2023	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

TIP Achievement:

Key # : 20659

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,500

Total Cost (Prev. + Prog.): \$1,500

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2024 in the Boise Urbanized Area.



Funding Source STBG-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
2024	0	0	0	0	0	1,500	1,500	1,390	110
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500	\$1,390	\$110

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

TIP Achievement:

Key # : 21903

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,470

Total Cost (Prev. + Prog.): \$1,470

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2025 in the Boise Urbanized Area.



Funding Source STBG-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
2025	0	0	0	0	0	1,470	1,470	1,362	108
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,470	\$1,470	\$1,362	\$108

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

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated TIP Achievement:

Key # : 22393

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,470

Total Cost (Prev. + Prog.): \$1,470

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2026 in the Boise Urbanized Area.



Funding Source STBG-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
2026	0	0	0	0	0	1,470	1,470	1,362	108
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,470	\$1,470	\$1,362	\$108

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated TIP Achievement:

Key # : 22815

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,470

Total Cost (Prev. + Prog.): \$1,470

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in 2027 in the Boise Urbanized Area.



Funding Source STBG-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
2027	0	0	0	0	0	1,470	1,470	1,362	108
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,470	\$1,470	\$1,362	\$108

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 18781

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2021-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,704

Total Cost (Prev. + Prog.): \$2,704

Project Description

Fund capital replacement, identified in the Transit Asset Management Plan, or expansion projects, such as rolling stock, infrastructure, and technology, 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			
2021	0	0	0	0	0	610	610	488	122			
2022	0	0	0	0	0	548	548	438	110			
2023	0	0	0	0	0	485	485	388	97			
2024	0	0	0	0	0	420	420	336	84			
2025	0	0	0	0	0	355	355	284	71			
2026	0	0	0	0	0	286	286	229	57			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,704	\$2,704	\$2,163	\$541			

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 20136e

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2023-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,544

Total Cost (Prev. + Prog.): \$1,544

Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Nampa Urbanized Area.



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			
2023	0	0	0	0	0	386	386	309	77			
2024	0	0	0	0	0	386	386	309	77			
2025	0	0	0	0	0	386	386	309	77			
2026	0	0	0	0	0	386	386	309	77			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,544	\$1,544	\$1,235	\$309			

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

Transit - State Street Premium Corridor, Part 1, Boise Area, VRT

Regionally Significant: Inflated TIP Achievement:

Key #: 23178

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,250

Total Cost (Prev. + Prog.): \$1,250

Project Description

Implement Part 1 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will improve infrastructure and pedestrian connections to public transportation on State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. The enhanced bus stops will be compliant with the Americans with Disabilities Act, improve safety, and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks.



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		
2022	0	250	0	0	0	1,000	1,250	1,000	250		
Fund Totals:	\$0	\$250	\$0	\$0	\$0	\$1,000	\$1,250	\$1,000	\$250		

Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant: Inflated TIP Achievement:

Key #: 23179

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$5,882

Total Cost (Prev. + Prog.): \$5,882

Project Description

Implement Part 2 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will include deployment of real-time information, off-board fare payment, raised platforms, and necessary pullouts to accommodate all bus stops along State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. Improvements will also include bus stop and vehicle branding.



Funding Source		Local Participating		Program				Transit Capital		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	0	0	0	0	5,882	5,882	0	5,882		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,882	\$5,882	\$0	\$5,882		

Transit - Vehicle Replacements, Rural Areas, TVT

Regionally Significant: Inflated

TIP Achievement:

Key #: 20136b

Transit Asset Management

Requesting Agency: Treasure Valley Transit

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$473

Total Cost (Prev. + Prog.): \$473

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		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		
2021	0	0	0	0	0	473	473	378	95		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$473	\$473	\$378	\$95		

US 20/26 (Chinden), I-84 to Middleton Road, Canyon County

Regionally Significant: Inflated

TIP Achievement:

Key #: 22165

Pavement

Requesting Agency: ITD

Safety

Project Year: 2022

NHS-LOTTR

Total Previous Allocations: \$225

Total Programmed Budget: \$35,844

Total Cost (Prev. + Prog.): \$36,069

Project Description

Widen US 20/26 (Chinden Boulevard) from Interstate 84 to Middleton Road to six lanes in the City of Caldwell. Work includes bicycle and pedestrian facilities.



Funding Source		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		
2021	200	2,000	11,000	0	0	0	13,200	0	13,200		
2022	0	0	0	0	2,244	20,400	22,644	0	22,644		
Fund Totals:	\$200	\$2,000	\$11,000	\$0	\$2,244	\$20,400	\$35,844	\$0	\$35,844		

US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20594

Requesting Agency: Private Developer

Project Year: 2020

Total Previous Allocations: \$894

Total Programmed Budget: \$9,480

Total Cost (Prev. + Prog.): \$10,374

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		Program						External to ITD Financials		Local Match	
STAR										100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	1,000	0	0	8,480	9,480	0	9,480		
Fund Totals:	\$0	\$0	\$1,000	\$0	\$0	\$8,480	\$9,480	\$0	\$9,480		

US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20367

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$350

Total Programmed Budget: \$10,950

Total Cost (Prev. + Prog.): \$11,300

Project Description

Widen US 20/26 (Chinden Boulevard) from the Phyllis Canal Bridge (just west of Star Road) to State Highway 16 in Ada County. The project will add one additional lane in both directions and add bicycle and pedestrian facilities.



Funding Source		Program						State Hwy - Safety & Capacity (Capacity)		Local Match	
TECM										100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	30	0	3,700	0	0	0	3,730	0	3,730		
2023	0	0	0	0	794	6,426	7,220	0	7,220		
Fund Totals:	\$30	\$0	\$3,700	\$0	\$794	\$6,426	\$10,950	\$0	\$10,950		

*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 TIP Achievement:

Key #: 20227

Bridge

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$750

Total Programmed Budget: \$3,801

Total Cost (Prev. + Prog.): \$4,551

Project Description

Replace a culvert on US 20/26 (Chinden Boulevard) at the Phyllis Canal near the City of Meridian due to restrictions for freight.



Funding Source		Program						Local Match	
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
2021	0	150	0	0	0	0	150	139	11
2023	0	0	0	0	285	3,366	3,651	3,383	268
Fund Totals:	\$0	\$150	\$0	\$0	\$285	\$3,366	\$3,801	\$3,522	\$279

US 20/26 (Chinden), SH-16 to Linder Road, Ada County

Regionally Significant: Inflated TIP Achievement:

Key #: 21858

Pavement

Requesting Agency: Private Developer

Safety

Project Year: 2019-2021

NHS-LOTTR

Total Previous Allocations: \$21,790

Total Programmed Budget: \$3,021

Total Cost (Prev. + Prog.): \$24,811

Project Description

Widen US Highway 20/26 (Chinden Boulevard) from State Highway 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.



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
2021	-5	0	3,026	0	0	0	3,021	0	3,021
Fund Totals:	(\$5)	\$0	\$3,026	\$0	\$0	\$0	\$3,021	\$0	\$3,021

US 20/26 and SH-44, Culvert Repair, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 22258

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$15

Total Programmed Budget: \$260

Total Cost (Prev. + Prog.): \$275

Project Description

Clean and line six culverts on US 20/26 (Chinden Boulevard) near Knott Lane, Northside Road, Madison Road, Prescott Lane (2), and CanAda Road in Canyon County; and one culvert on State Highway 44 (Main Street) near Cemetary Road in the City of Middleton to preserve and maintain the roadway infrastructure.



Funding Source		State						Program		State Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	100.00%			
2021	0	0	0	0	23	237	260	0	260				
Fund Totals:	\$0	\$0	\$0	\$0	\$23	\$237	\$260	\$0	\$260				

US 20/26, Intersection Improvements, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 19415

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$398

Total Programmed Budget: (\$223)

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

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 Blvd and Franklin Blvd.



Funding Source		State						Program		State Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	100.00%			
2021	-1	-32	0	0	-78	-112	-223	0	-223				
Fund Totals:	(\$1)	(\$32)	\$0	\$0	(\$78)	(\$112)	(\$223)	\$0	(\$223)				

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

US 20/26, Middleton Road to Star Road, Ada and Canyon Counties

Regionally Significant: Inflated

TIP Achievement:

Key # : 23337

Asset Management

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$54,000

Total Cost (Prev. + Prog.): \$54,000

Project Description

Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Construction is currently unfunded.



Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	1,000	6,774	0	0	0	0	7,774	0	7,774		
2023	0	5,226	28,274	0	0	0	33,500	0	33,500		
2024	0	0	12,726	0	0	0	12,726	0	12,726		
Fund Totals:	\$1,000	\$12,000	\$41,000	\$0	\$0	\$0	\$54,000	\$0	\$54,000		

Ustick Road, Lake Avenue to I-84, Caldwell

Regionally Significant: Inflated

TIP Achievement:

Key # : CAL01

Bridge

Requesting Agency: City of Caldwell

NHS-LOTTR

Project Year: 2021

Total Previous Allocations: \$0

Total Programmed Budget: \$5,000

Total Cost (Prev. + Prog.): \$5,000

Project Description

Widen Ustick Road from Lake Avenue to Interstate 84 in the City of Caldwell from three lanes to five lanes. Work includes curb, gutter, sidewalk, and bicycle lanes.



Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	0	5,000	5,000	0	5,000		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$5,000		

Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant: Inflated

Key #: RD207-24

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$3,717

Total Cost (Prev. + Prog.): \$3,717

Project Description

Widen Ustick Road from Ten Mile Road to Linder Road in the City of Meridian to five lanes. The projects includes curb, gutter, sidewalk, and a level three bicycle facility. The concept-level design will further clarify the scope of the project.



TIP Achievement:

Pavement

NHS-LOTTR

Safety

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	100	0	0	0	0	100	0	100
2022	0	292	0	0	0	0	292	0	292
2023	0	0	140	0	0	0	140	0	140
2025	0	0	0	0	0	3,185	3,185	0	3,185
Fund Totals:	\$0	\$392	\$140	\$0	\$0	\$3,185	\$3,717	\$0	\$3,717

Western Heritage Byway, Swan Falls Road, ACHD

Regionally Significant: Inflated

Key #: 22600

Requesting Agency: ACHD

Project Year: 2024-2025

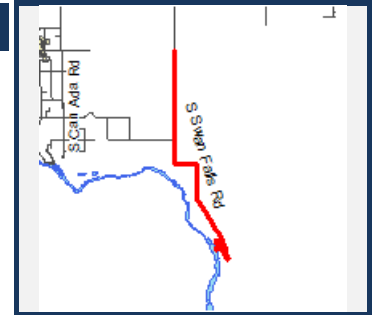
Total Previous Allocations: \$426

Total Programmed Budget: \$5,372

Total Cost (Prev. + Prog.): \$5,798

Project Description

Add five-foot shoulders to Swan Falls Road from just north of Initial Point Road to the southern terminus of the roadway using Federal Lands Access Program funds. Project will also improve accessibility to Bureau of Land Management facilities. Project managed by Western Federal Lands.



TIP Achievement:

Safety

Funding Source FLAP Program Hwy - Federal Lands Access								Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	20	0	0	0	0	20	19	1
2023	0	150	0	0	0	0	150	139	11
2024	0	213	0	0	0	4,045	4,258	3,945	313
2025	0	0	0	0	539	405	944	875	69
Fund Totals:	\$0	\$383	\$0	\$0	\$539	\$4,450	\$5,372	\$4,978	\$394

APPENDIX B: FUNDING TYPES AND ACRONYMS

Provides a way to decipher transportation and federal jargon.

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% to 50%, depending on the type of project and funding source.

Federal and state funding combined allow the state to preserve and improve the current transportation system. Table 29 provides a brief description of those funding sources.

COMPASS staff created a [funding fact sheet](#)⁴¹ titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below, including definitions of transportation acronyms.

The information below reflects typical use of funds and is provided to help the reader understand terms used in the TIP. It is NOT intended to set policy regarding the use of federal or state funds. Federal and state regulations provide additional details that further describe how funds can and cannot be used, and by whom. Contact COMPASS with specific questions on any funding source or type of project.

Table 29: 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 Discretionary	Replacing or rehabilitating bridges using funds from a nationally competitive program.	Fixing a current bridge or replacing an old bridge with a new one.	Any (nationally competitive)
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 (must be associated with federal lands)
Federal Rail Crossing (Fed RRX)	Projects that enhance transportation safety at railroad crossings using federal funds.	Rebuild railroad crossing or add crossing arms.	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)

⁴¹ Funding Terms Fact Sheet:
<http://www.compassidaho.org/prodserv/transimprovement.htm#understand>.

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
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 R	Public transportation services and equipment that directly benefit the elderly and people with disabilities in rural areas with a population less than 50,000.	Purchasing buses or vans for senior centers.	Public transportation providers outside of the Boise and Nampa Urbanized Areas
FTA 5310 SU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
FTA 5311	Planning, developing, improving, and operating public transportation services in 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)

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
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
House Bill 132 and House Bill 312 (HB132 and HB312)	Increased taxes for projects to keep roads and bridges in good condition.	Rehabilitating a road.	ITD (other agencies receive these funds, but they are not reported in the TIP)
Interstate Maintenance (IM)	A project to resurface, restore, rehabilitate or reconstruct most routes on an Interstate System.	Replacing an interchange on Interstate 84.	ITD
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
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
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
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 Block Grant – Rural (STBG – 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

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
Surface Transportation Block Grant – State (STBG – 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
Surface Transportation Block Grant – Transportation Management Area (STBG – 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 Block Grant – Urban (STBG – 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 Expansion and Congestion Mitigation (TECM)	Projects to expand the existing system to relieve congestion on state highway.	Widening a highway.	ITD
Transportation Alternatives Program State (TAP – State)	Projects that support “alternative” (non-motorized) transportation options anywhere in the state.	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.	Building a walking or biking path.	Generally, jurisdictions in the Boise Urbanized Area
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

* *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.

Table 30 provides general acronyms and terms found throughout the TIP or in discussions about projects and funding.

Table 30: General Acronyms and Terms Used in the TIP

Acronym or Term	Definition
ACHD	Ada County Highway District; the agency responsible for all non-state roadways in Ada County.
ACCHD	Association of Canyon County Highway Districts
ADA	Americans with Disabilities Act; civil rights legislation prohibiting discrimination against persons with disabilities.
Boise Area / Boise Urbanized Area / Large Urban (LU)	Generally, northern Ada County, including the cities of Boise, Eagle, Garden City, and Meridian. For FHWA funding: Generally, eligible for Transportation Management Area (TMA) funds. For FTA funding: Eligible for “large urban” (LU) funds.
CAL	Part of a City of Caldwell key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
CFI	Continuous flow intersection; a type of intersection where vehicles attempting to turn cross the opposing direction of traffic before they enter the intersection
CFR	Code of Federal Regulations; federal interpretation of United States law
COMPASS/CPA	Community Planning Association of Southwest Idaho
HD	Highway district
Federal funding	Transportation funding collected by the federal government, then distributed to the states for use on both state and local transportation projects. The main purpose of the TIP is to budget federal funding.
Federal Highway Administration (FHWA)	An agency within the US Department of Transportation (DOT) that provides financial and technical assistance to state and local governments for the construction, maintenance, and preservation of the nation’s highways, bridges, and tunnels.
Federal Transit Administration (FTA)	An agency within the US Department of Transportation (DOT) that provides financial and technical assistance to local public transportation systems.
FY	Fiscal year (refers to the federal fiscal year, which runs October 1 – September 30).
GARVEE	Grant Anticipation Revenue Vehicle (bonds).
Hwy (Highway)	Used with a funding program (e.g., State Hwy – System Support)
I-84	Interstate 84.
IN	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Idaho Transportation Department (ITD)	The state agency responsible for state and national highways in Idaho, such as Interstate 84, US 20/26, and State Highway 55. ITD receives state and federal funding for transportation projects, primarily from state and federal fuel taxes and state registration fees.
ITS	Intelligent transportation systems; advanced technologies to improve the efficiency and safety of transportation systems.
Key number (KN)	A unique identification number assigned to each project in the TIP.
Local funding	Funding collected by local agencies, such as Ada County Highway District, for use on local projects.

Acronym or Term	Definition
Local match	The portion of a primarily federally funded project paid for with state or local funds. While match is required for most federally funded projects, the minimum required amount varies based on the type of funding.
MPO	Metropolitan planning organization (COMPASS is the MPO for Ada and Canyon Counties).
NAM	Part of a City of Nampa key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Nampa Area / Nampa Urbanized Area / Small Urban (SU)	Generally, eastern Canyon County, including the cities of Nampa, Caldwell, and Middleton. For FHWA funding: Eligible for “urban” funds. For FTA funding: Eligible for “small urban” (SU) funds.
National Environmental Policy Act (NEPA)	A law that requires the assessment of the environmental effects of proposed actions prior to making decisions on federally funded projects. A “NEPA study” refers to the documentation required for compliance with NEPA.
PD	Preliminary Development; design may begin, but construction is not yet programmed (budgeted) in a specific year.
PM	Performance Measure. Refers to either of two sets of performance measures reported in the TIP: one to meet the vision of goals of the regional long-range transportation plan (<i>Communities in Motion</i>) and one that meets federal requirements.
ORN	OTIS reference number (temporary key number).
OTIS	Office of Transportation Investment Systems (Department at ITD).
RC	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
RD	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Rural (R)	For FHWA funding: An area with less than 5,000 in population. For FTA funding: An area with less than 50,000 in population.
SH	State highway (e.g., SH-16).
SR2S	Safe Routes to School; a program to improve the health of children by enabling and encouraging them to walk and bike to school safely.
State funding	Transportation funding collected by the State of Idaho for use by ITD and local roadway agencies.
TIP	Regional Transportation Improvement Program. A seven-year budget of projects in Ada and Canyon Counties paid for with federal or state transportation dollars and/or that are “regionally significant.”
Transportation Management Area (TMA)	Any urbanized area over 200,000 in population. The Boise Urbanized Area (generally, northern Ada County) is the only TMA in Idaho. TMAs receive dedicated transportation funding not shared with the rest of the state. See specific policy regarding TMA funds at www.compassidaho.org/documents/prodserv/trans/TMApolicy.pdf .
TVT	Treasure Valley Transit, a private, non-profit public transportation company operating in rural southwest Idaho
Urban (U)	For FHWA funding: An area with more than 5,000 in population. For FTA funding: An area with more than 50,000 in population.
US	When used with a number, refers to a US highway (e.g., US-20).
VRT	Valley Regional Transit; the regional public transportation authority for Ada and Canyon Counties.

APPENDIX C: PUBLIC COMMENTS

Provides verbatim comments received on the project list, as well as any amendments that require a public comment period. The summaries of each comment period are also included in the appendix.

Summary of Public Comments

Questions submitted as part of public comments were answered, and all comments were provided to the Regional Transportation Advisory Committee 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 this section.

A public comment period was held for the Draft FY2021-2027 Regional Transportation Improvement Program (TIP) August 14 through September 14, 2020. Sixty public comments were received. One project description and one graphic were updated based on public comment.

Amendment 1

The COMPASS Executive Committee adopted a resolution to amend the FY2021-2027 TIP on November 10, 2020, to **add a Transit Fueling Station and Parking Lot in the City of Boise** and **increase the cost of the Transit Asset Management project in the Boise Area and the ACHD Capital Maintenance, Phase 3 project in the Boise Area** (FY2020). The COMPASS Board of Directors ratified the action on December 21, 2020. A public comment period was held September 29 through October 13, 2020. Eleven comments were received. No changes were made based on public comments.

Amendment 2

The COMPASS Board of Directors adopted a resolution to amend the FY2021-2027 TIP on December 21, 2020, to **increase the cost of the Bicycle Improvements, Signs and Pavement Markings project in Ada County**. A public comment period was not required for this action.

Amendment 3

The COMPASS Board of Directors adopted a resolution to amend the FY2021-2027 TIP on February 22, 2021, to **add the Five Mile Road Overpass and Widening, NEPA, project in the City of Boise**. Twenty-one comments were received. During the public comment period, the City of Boise contacted ACHD staff directly requesting to extend the southern terminus from the original proposed terminus at Smoke Ranch Drive to just north of Overland Road to allow for a complete bike facility treatment. ACHD staff agreed with the city's request. This change was made in the final approval.

Amendment 4

The COMPASS Executive Committee adopted a resolution to amend the FY2021-2027 TIP on March 9, 2021, to **widen the westbound Interstate 84 off-ramp at State Highway 44 (Exit 25), just west of the City of Caldwell**. The COMPASS Board of Directors ratified the action on April 19, 2021. A public comment period

was held February 8, 2021 through February 22, 2021. Six comments were received. No changes were made based on public comments.

Amendment 5

The COMPASS Executive Committee adopted a resolution to amend the FY2021-2027 TIP on April 13, 2021, to **add two projects for Valley Regional Transit and change scope of work on the State Highway 44 (State Street) and State Highway 55 (Eagle Road) intersection in the City of Eagle from a half Continuous Flow Intersection to a traditional intersection.** The COMPASS Board of Directors ratified the action on April 19, 2021. A public comment period was held March 24 through April 7, 2021. Forty comments were received by COMPASS and ten comments were received by the Idaho Transportation Department. No changes were made based on public comments.

Amendment 6

The COMPASS Board of Directors adopted a resolution to amend the FY2021-2027 TIP on June 21, 2021, to **significantly change the scope of an Idaho Transportation Department project to replace two culverts on US 20/26 (Chinden Boulevard) into a preventive maintenance project to repair six culverts on Chinden Boulevard and one on State Highway 44 (State Street).** A public comment period was held May 3 through May 17, 2021. Thirteen comments were received. No changes were made based on public comments.

Amendment 7

The COMPASS Executive Committee adopted a resolution to amend the FY2021 TIP on August 16, 2021 to **add multiple design and land purchase projects and a study on Interstate 84 in Canyon County, a study to determine needs and weigh options for a southern connection to Interstate 84 in the City of Nampa, additional design on State Highway 16 in Ada and Canyon Counties, design and land acquisition on State Highway 55 in Canyon County, design and land purchase on US 20/26 in Ada and Canyon Counties, and a rail and safety project in the City of Boise.** A public comment period was held July 6 through July 20, 2021. Seventeen comments were received. No changes were made based on public comments.

Public Comments Received (Verbatim)

- **Draft FY2021–2027 Regional Transportation Improvement Program**
- **Proposed changes to the regional long-range transportation plan, *Communities in Motion 2040 2.0* (CIM 2040 2.0)**
- **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 14 – September 14, 2020

Total number of individuals submitting comments: 60

Phone: 1

Online Comment Form: 56

Hard Copy Comment Form: 2

Letter: 1

(Individuals could submit comments on any of the three topics on one comment form; therefore, the total number of comments in the table below is greater than the number of individuals submitting comments)

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Name, Zip Code, Affiliation	Format
Comments on projects in the DRAFT FY2021-2027 Regional Transportation Improvement Program (TIP)			
<p>ADA Ramps, Greenleaf - As a person in an electric wheelchair, if that picture is accurate, my wheelchair will not be able to negotiate the ramp. It will turn off as soon as it hits that "bump" to go up the ramp. I don't care about what the ADA approves, unless you have someone actually show you, in an electric wheelchair that it is not negotiable, you wouldn't understand the difficulty.</p> <p>Centennial Way Roundabout, Caldwell - Round-a-bouts cause more confusion, driver hesitancy, possible increase in accidents, than a traditional four-way stop. It would be more prudent to install a signal. This may be a more costly idea, but it is so much easier to handle.</p> <p>Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa - See above - no more round-a-bouts.</p> <p>Middleton Road and Ustick Road, Roundabout, Caldwell - Please, just put in traffic lights with crossing abilities. These are all roads that I</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department and the Cities of Caldwell and Nampa, and Valley Regional Transit.</p> <p>The picture of the ADA ramp was intended to provide an example for those who do not understand the term. The picture was replaced to better represent current guidelines.</p> <p>Multiple projects are included for "Transit – Rolling Stock, Infrastructure, and Technology." 1) Some projects are for the Boise Urbanized Area and some for Nampa Urbanized Area, 2) projects include various funding sources. More explanation is provided in Valley Regional Transit's (VRT's) Program of Projects, which is developed each year. These projects are also tied closely to VRT's Transit Asset Management Plan (http://valleyregionaltransit.org/) which is a program to replace assets at the end of their service life - Rolling Stock (buses, commuter vans, support vehicles), equipment (for operations and maintaining vehicles), and facilities (buildings, bus stops).</p>	<p>Sue Hoffman 83651</p>	<p>Online</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">Name, Zip Code, Affiliation</p>	<p align="center">Format</p>
<p>travel (see above), and I find myself trying to avoid the round-about that already exist. TRAFFIC LIGHTS!</p> <p>SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle - I see this, and I understand what you're trying to do - but there will be accidents!</p> <p>May I suggest that the next time you put out items for comment:</p> <ol style="list-style-type: none"> 1. That the drafts are separated by city and county for relevancy, and then even more separated by types of issues like pavement redos, bridges, transportation purchases, etc. 2. Put the information out in stages - this was very long and very detailed. Most people won't bother reading all of this. 3. I noticed that in one of the Boise items - Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2025/6/7 - has three inputs. I am assuming that just because you gave them different numbers that it should be okay to request the same amount of money for three different things with the same descriptions. Nampa did that also for 2 things. I have no idea why you need that much money without more explanation. 			
<p>Key# 20428 SH-21, Technology Way to Surprise Way, Boise. It isn't clear what if any benefit a 4-foot median will provide, but we badly need a left turn lane from Hwy 21 northbound into Alta Ridge Ct. Heartleaf Dr was vacant land five years ago, but now has 30 newly built homes and a lot more traffic. There are often a lot of trucks pulling big boats and moving fast on Hwy 21 during the summer, and that left turn lane would reduce some of the scary near-misses. Even a right turn lane from Hwy 21 southbound would be helpful, though less crucial.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>Stephen Leonard 83716</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>ITD needs to look at placing an exit at Ustick Road on I-84. The Bridge is already going to be redesigned to accommodate increased traffic loads. In the next 5-7 yrs Ustick road will get encumbered with subdivision replacing open farm ground. Some Residence will need to get to work using I-84, they would need to use midland or northside. Which is already going though a redesign to "Catch up" with traffic loads. An exit at Ustick would help with midland congestion releasing pressure from the caldwell-nampa blvd. and help when accidents happen between exit 28 & exit 33, (2 happened today making me and others 40+ min late). Idaho has been playing catch up with traffic with regards to I-84 for my whole life, by the time 3 lanes are installed it will require a 4th. It would be proactive to install an exit for these new residence of our area, both Nampa and Caldwell are growing along Ustick. This will also help development along the Blvd, to facilitate growth around caldwells walmart making the area much easier to access.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Caldwell.</p> <p>The I-84, Ustick Road Overpass is currently scheduled for replacement in FY2022. An interchange at this location is not anticipated.</p>	<p>Kyle Schab 83661</p>	<p>Online</p>
<p>Eagle road needs to expanded from I84 to chinden to 7 lanes in both directions. This could impact some biking/pedestrian ways that are in draft. Please consider it before proceeding. In addition to the expansion of Eagle Rd, it needs to include the tall barriers at the few subdivisions impacted similar to the barriers going up on Chinden. Eagle road is supposed to be up to 55 mph with often large trucks using it. It must be kept as a strong north/south thoroughfare. In future, laws should be changed that buildings cannot be placed so close to highways and highways should be built with large medians between the two directions to allow for future expansion to take place by using the land in the median.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Cities of Boise, Meridian, and Eagle.</p>	<p>83713</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>Highway 69 south to Kuna was repaved recently but right-hand turn lanes were not provided at major intersections any further South than at Columbia Rd. Kuna is growing at an incredibly fast pace and residents are using the shoulders as turn lanes as a courtesy to other drivers at Hubbard and other intersections along the highway. This is not what the shoulders were designed for. Please plan to add right turn lanes at every major intersection along HW69 south to Kuna. Thank</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Kuna.</p>	<p>83634</p>	<p>Online</p>
<p>I would propose that the state street project should be light rail/ subway instead of bus. Also, the fare should be free to encourage more people to use.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online</p>
<p>For the project with Key #20428, will the widening include a center turn lane? We have been asking for a center turn lane for the last 20 years and now, with the road widening, this would be the time to add the turn lane.</p> <p>Additionally, will the road be extended on both sides from the widening or will it only affect the field? Will ITD be widening the road into the berm on the Superior/Legend Ridge Neighborhood side, as well?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department and the COMPASS Board of Directors and the City of Boise.</p> <p>Yes, the continuous center turn lane will extend through the area/intersection in question (from Technology Way to Surprise Way).</p> <p>No additional right-of-way is being acquired as part of this project; all widening will be within existing ITD right-of-way. Generally speaking, ITD will widen equally on both sides; however, in some locations, in order to make the drainage work ITD will widen towards the open land vs the existing rock walls or berms.</p>	<p>83616</p>	<p>Phone</p>
<p>I saw nothing in this document that addresses road improvements to serve the Hidden Springs/ Dry Creek area. With continued construction and increased population in this area, road improvements are needed on Seaman's Gulch, Dry Creek Road and Cartwright Road. There are many bicyclists sharing the roads with vehicular traffic. There are no designated bike lanes and vehicular traffic often crosses the double yellow line to pass slower moving cyclists. In addition, the current roads are eroding. If the County is approving land development projects in this area, road access and infrastructure to support additional traffic must be part of the plan and not an afterthought. If there is a plan in place to address these issues please inform me of the plan.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and Ada County.</p> <p>Widening State Highway 55 from Beacon Light Road to Ada/Boise County line is #8 of the unfunded state system priorities in <i>Communities in Motion 2040 2.0</i>. As part of the regional long-range transportation plan update, in 2021, COMPASS will develop a regional pathway plan that will include an analysis of other infrastructure accommodations.</p>	<p>83714</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
Pedestrian access to the Boise River from Downtown should not be overlooked in the Centennial Way roundabout.	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Caldwell.	Mark Pemble 83605	Online
PLEASE provide a sidewalk alongside Eagle between Ustick and the Village. On either side of the road one encounters "no sidewalk" and must walk on the shoulder with traffic 55 mph two or three feet away; bicycles and strollers make me shudder.	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Meridian.	83646	Online
We live on Legend Ridge off of Hwy 21 and would REALLY like to see the project (key 20428) tweaked just a bit to ensure the safety of our residents and families. As it stands, the project plan mentions a 4ft median but this is NOT the same as an actual turn lane which is what is really needed.	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise. Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."	83716	Online
The project Key number is: Key #: 20428 *A center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened). *Can the speed be reduced to 45MPH past our street? *A center turn lane is desperately needed since have no other safe alternative entering/exiting our street.	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise. Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders." The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.	83716	Online
Key #: 204280 SH-21 Technology Way to Surprise Way, Boise	Thank you for your comment. Your comments will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	83716	Online
RE: Key# 20428 My family resides in Legend Ridge, a neighborhood with its only ingress/egress being Hwy 21, in the subject area of this project. I'm writing in hopes of enhancing the	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.	Douglas Gale 83716	Online

<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;">Name, Zip Code, Affiliation</p>	<p style="text-align: center;">Format</p>
<p>proposed improvements so that the results will better benefit all of those who use HWY 21 and those who live off of Hwy 21. To be as concise as possible, I'll get right to bullet points.</p> <ul style="list-style-type: none"> - Currently, there is no turn lane into our neighborhood. There are 54 homes in this development, many of us with children who drive, so at least 120 drivers, not to mention guests. Stopping on Hwy 21, backing up traffic, to turn into our neighborhood is unsafe, and I have seen more than a few near accidents. This is especially true on the weekends as people head to Lucky Peak and beyond to go boating and camping. We desperately need a left turn lane into Legend Ridge as part of this widening project. The project identifies a 4ft center median, but it makes no mention of turn lanes. - Similar to the last point, the increased traffic on HWY 21 makes it difficult to enter it and get up to 55 mph in the small gaps in traffic, again especially on the weekends. Moreover, the traffic at 55 mph creates a lot more noise than the 35 mph speed limit that was in place when we bought our lot. We request that the speed limit be reduced to 35 mph at least 1/4 mi before the entrance to Legend Ridge. The traffic flow from Lucky Peak is highly likely to be stopped at Technology Way (1/4 mi away) or at Federal Way (1/2 mi away) anyway, so this isn't a large impediment to their travel. Similarly, traffic flowing toward Lucky Peak is just taking off from one of those two lights and must use excessive fuel (causing unnecessary pollution) to get up to 55 mph (sometimes just to slow down again at Technology Way when coming from Federal Way). It makes more sense, and is more environmentally friendly, to stage the speed limit on Hwy 21, setting it to 35 mph from Federal Way to 1/4 mile past Legend Ridge entrance, then increasing it to 55 mph. This reduces the speed for only about 1 mile, but will make a world of difference to the residences of Legend Ridge. - Boise has great trail systems, but on this end of town they are not connected. The 	<p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</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">Name, Zip Code, Affiliation</p>	<p align="center">Format</p>
<p>Greenbelt comes down Surprise Way and ends at Hwy 21; similarly, there is a large pathway that runs alongside Federal Way ending at HWY 21. We get a lot of bikers coming down HWY 21 and it is unsafe because the shoulders are tiny. It seems to me that it would make a lot of sense to connect the Federal Way pathway to the Greenbelt with a wide, protected (either by separation from the highway, or a curb, or something), paved pathway on the south side of Hwy 21. This has the added benefit of connecting the paved trail systems to the Oregon Trail Reserve and recreational area. It is sad that we live less than 1 mile from these sites, but we can't travel to them safely without getting into our car. This connector would open many more opportunities for distance bikers and runners, as well as those venturing downtown on scooters, e-bikes, and such.</p> <p>- The plan calls for a 4ft center median, but it does not specify what kind of median. This area has a lot of new development, with a lot more to come. It is also the gateway to the local boating hot spot, as well as many camping spots. Accordingly, a raised median with trees, flowering bushes, etc. would be pleasing to users and would welcome the right kind of development in the area. Much like the other edge of Boise, bordering Meridian, used roadway improvements and development guidelines to minimize the effects of that area's industrial parts, we should be doing the same here.</p> <p>Thank you for your time and consideration of my comments.</p>			
<p>Project 20428: I live in Legend Ridge, near the fire station on Highway 21 where the speed limit is 55. I can't even count the number of times we've almost been rear-ended while trying to turn left into our neighborhood off 21. I once watched a motorcycle pass me on the left while I was stopped and had my turn signal on to turn left. During the summer, trucks w/ boats & campers, barrel down this stretch with no expectation of having to slow</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The</p>	<p>Heidi Dean 83716</p>	<p>Online</p>

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<p>down or stop and it's scary. Please add a turn lane for Legend Ridge/Alta Ridge in this expansion and consider dropping the speed limit until all residential areas are passed. The only reason nobody has died is because of the large dirt patch to the right that lets vehicles illegally pass on the right when they can't stop.</p>	<p>project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>		
<p>Key # : 20428 A center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened). ·Would speed be reduced to 35 MPH past our street? · A center turn lane is desperately needed since have no other safe alternative entering/exiting our street.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Dirgha Khatri 83716</p>	<p>Online</p>
<p>Project key 20428 (widening of Hwy 21 from Technology Way to Surprise Valley). Please put in a turning lane for Alta Ridge residents. There are over 50 homes in this subdivision and no ability to safely turn into the subdivision. Many of us in the subdivision have had multiple close calls and have witnessed accidents at this intersection. As this road is being widened, it would be the perfect time to make this a safer place for all people driving highway 21. Thank you.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>83716</p>	<p>Online</p>

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<p>The project Key number is: Key # : 20428A</p> <p>Center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened).</p> <ul style="list-style-type: none"> · Can the speed be reduced to 35MPH past our street? · A center turn lane is desperately needed since have no other safe alternative entering/exiting our street. 	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>A center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened).</p> <ul style="list-style-type: none"> · Can the speed be reduced to 45MPH past our street? · A center turn lane is desperately needed since have no other safe alternative entering/exiting our street. We have a lot of teenagers in our neighborhood and big trucks with boats or campers won't slow down! 	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>I am a resident of the Legend Ridge (Superior Ridge) subdivision off Highway 21. This stretch of road has become increasingly dangerous over the years with the increased speed limit (55 mph), the lack of a turn lane, and the increased volume of cars utilizing Hwy. 21. I strongly support the need to widen this stretch of road, but I am deeply concerned about the details outlined in the Regional TIP (Key #20428). A 4 ft. center median will not adequately ensure the safety of our residents as we enter and exit the subdivision, especially as we will now be required to cross 2 lanes of traffic. In addition, the speed limit of 55 mph is DANGEROUS when we are forced to stop on Hwy. 21 to make a left turn onto Alta Ridge Dr. There have been many accidents at this</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Liz Parsons 83716</p>	<p>Online</p>

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<p>location. Thankfully, to my knowledge, there have been no fatalities, but that possibility only increases with the addition of more lanes. Since Hwy. 21 is the only entrance / exit from our subdivision, there is no other option than to use this road. PLEASE consider 1) putting a turn lane on Hwy. 21 into the Legend Ridge (Superior Ridge) subdivision, and 2) lowering the speed limit to a maximum of 45 mph along this stretch of road. Thank you for your consideration.</p>			
<p>More pedestrian improvements on Chinden/US 20-26, please. One crosswalk in the year 2023 is inadequate. There should be crosswalks at 33rd, 34th, and 35th Streets so folks can cross the road safely when needed. Same goes for 44th, 46th and 48th. "Frogger"-style road crossing is for video games, not real life.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Boise.</p>	<p>83704</p>	<p>Online</p>
<p>I am disappointed to see that a stoplight or traffic circle isn't on the plan for Hwy 45 at Locust Ln. in Nampa. It is a very dangerous intersection. Midland Ave. also needs a traffic circle at Lake Lowell Ave. where accidents occur frequently.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Nampa.</p>	<p>83686</p>	<p>Online</p>
<p>What is the ratio of planned capital expense on automobile infrastructure vs. bicycle infrastructure? Also, what is the net present value of maintenance liabilities that will be incurred from those new infrastructure investments? From a quick glance at the projects list, it is very light on spend for bicycle infrastructure. I would like to see at least one of the major intersection/interchange projects (ie. \$34 million) scrapped to make room for expanded spending on bicycle infrastructure.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors.</p> <p>Please note that some roadway projects include some aspect of public transportation, pathway, bicycle lanes, and/or sidewalks. In these cases, the ratio of cost is figured at 75% roadway solutions and 25% alternative solutions. With these assumptions, the overall percentage of funds programmed in the Draft FY2021-2027 TIP for roadways is 69.61% and alternatives solutions is 25.07%, air quality is 2.28%, and "other" is 3.04%.</p> <p>The net present value of maintenance liabilities is not readily available.</p>	<p>83703</p>	<p>Online</p>
<p>I would like to see more projects focusing on mass transit to move more people in smaller pockets of high density areas: e.g. expand bus service to Eagle, Star, Middleton and beyond, more bus stops; reinstate the rail system in Boise area up to Nampa, for example; or institute a modified rail system in Treasure Valley.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online</p>

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<p>Generally support the list. I would hope that when SH69 improvements are made between Kuna and Meridian that right turn lanes could be added when exiting Meridian Road at both Hubbard and Lake Hazel Roads. In heavy traffic these right turns are hazardous.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Cities of Meridian and Kuna.</p>	<p>83709</p>	<p>Online</p>
<p>SH 16 right of way acquisition should be fully funded before other street widening projects are undertaken. SH 16 should be completed to Ustick. By phasing the completion of SH 16 funding should be found by delaying the widening of other state highways.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83686</p>	<p>Online</p>
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed 4' median is insufficient, particularly for turning in or out of my subdivision off Legend Ridge.</p> <p>The amount of traffic on ID-21 has reached a point that it is dangerous in that corridor. I have been passed by people on the left doing above the speed limit while waiting for traffic to clear to turn left off the highway.</p> <p>The growth of Boise - and use of that stretch of highway - is making it more dangerous.</p> <p>There truly needs to be a full turn lane for Alta Ridge so we can safely enter and exit our subdivision - particularly as there is not a usable alternate entrance/exit to this subdivision.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Jack Thornton 83716</p>	<p>Online</p>
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed four foot median is not a safe or sufficient improvement. HWY 21 is dangerous and deadly. Please listen.</p> <p>With the growing sprawl of Southeast Boise (the ever-expanding Harris Ranch area and the subdivisions off Columbia Road behind Micron in particular), many more people are using Highway 21. I live on Alta Ridge Court off Highway 21. Over the past eight years my subdivision, Legend Ridge, has nearly doubled in the number of homes and drivers that access Highway 21. Turning left or right onto Highway 21 from Alta Ridge is treacherous. Oncoming cars on Highway 21 are often traveling sixty or more miles per hour. Please add a turn lane on Highway 21. The proposed</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>Lauren Scheid 83716</p>	<p>Online</p>

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<p>four foot median is not a sufficient improvement. There already have been fatal accidents in this corridor of Highway 21 in 2016 and 2018. I've also had several instances where I've been in near collisions with speedy cars that drive around me while I'm waiting for a clear left turn onto my street. This section of Highway 21 is dangerous. How many more people need to die for ACHD to listen? http://www.ktvb.com/article/news/local/man-killed-in-highway-21-motorcycle-crash-identified/277-197365078\ https://www.ktvb.com/article/news/local/boise-teen-dies-after-idaho-21-collision/277-534283359 I don't want any more deaths or near deaths in my neighborhood.</p>			
<p>Key # : 20428 SH-21, Technology Way to Surprise Way, Boise - as residents of Legend Ridge since 2002, we have often been concerned about the danger involved in turning into our subdivision off Hwy 21. It is now habit to watch the rearview mirror in fear of someone rear-ending us as we wait to turn into our subdivision (not that we could do anything to prevent it at that point). A turning lane is desperately needed as the area is rapidly increasing in traffic, both into the subdivision and traveling past it on their way to/from Lucky Peak/Surprise Valley/Harris Ranch, etc. We urge you to provide for a turning lane in the interest of safety for all. Thank you for your consideration.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>Nancy Logan 83716</p>	<p>Online</p>

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<p>We are current homeowners on E. Heartleaf Dr. and would like to see the following considered and implemented. 1) Adding a left hand turn lane into E. Alta Ridge Court. 2) Lowering speed to (45mph) until after Alta Ridge Ct. going north. 3) Making it a double yellow from Technology Way until Diversion Dam as there is a potential for a head-on collision.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>	<p>Kim Carstensen 83716</p>	<p>Online</p>
<p>Re: Key # 20428 SH-21, Technology Way to Surprise Way, Boise Regionally Significant:</p> <p>We live in the Legend Ridge Subdivision. The only entrance/ exit into our subdivision is off of Hwy 21. With the HWY 21widening project, we would like to request the following:</p> <p>1) Left Turn Lane into Legend Ridge Subdivision. As it is, the left turn is very dangerous, and there have been several accidents where cars turning left have been rear-end at 55 mph,</p> <p>2) Reduce speed to 45 mph until past the Legend Ridge entrance heading east</p> <p>Thank you for your attention.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>A glaring omission in the plan is the lack of widening with bike lanes on Beacon Light Road and Floating Feather Road. Traffic has increased dramatically over the past 10 years with the many approved subdivisions with no improvement to the roadways. This is long overdue.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>Tim Yoder 83703</p>	<p>Online</p>
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed 4-foot center median is not a safe turn lane into our neighborhood. Highway 21 is dangerous with many drivers going well above the speed limit on this stretch of Highway.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has</p>	<p>Emma Green 83716-7126</p>	<p>Online</p>

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<p>The growth in Southeast Boise has many more residents/people/recreationists using Highway 21. I live on Alta Ridge Court off of Highway 21. During the 21 years I have lived in the Legend Ridge subdivision we have more than doubled the amount of people/homes/drivers. Turning left or right in or out of our neighborhood to/from Highway 21 from Alta Ridge is treacherous. Cars travelling on Highway 21 are usually going much faster than the posted 55MPH. We need a sufficient turn lane that can keep everyone safe. The proposed 4-foot center median is not a sufficient improvement. In the last 5 years there have been 2 fatal accidents in this area. I recently went to turn left onto Alta Ridge Ct from Highway 21 and a car was attempting to pass me on the left as I was turning. We currently have a dotted yellow stripe right in front of our street. NO cars should be passing where there is an intersection. We often gets cars passing on the shoulder, which is also a violation since they are partially on the gravel. This section of Highway 21 is dangerous. As a neighborhood we also need a double yellow strip on this section of Highway 21 while we wait for the widening project to begin. As residents of Legend Ridge, we do not have the luxury of another entrance/exit to our neighborhood. We are bound to one way as an exit and entrance and we need to have a safe way to do that. We would also love if the speed limit could be lowered to 45 MPH when the project is completed.</p>	<p>been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>		
<p>I have viewed the proposed projects in the budget. That is a lot of material. It still seems inadequate and piecemeal. Perhaps because this is just the federal dollars being spent. Then there are other transportation projects funded by the state or county?</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors.</p> <p>The budget ("TIP") includes projects that are federally-funded, state-funded, and projects considered to be "regionally significant" (generally capital improvements on principal arterials) no matter the funding source. The cities and highway districts in Ada and Canyon Counties have additional projects funded with local funds that are not included in the TIP.</p>	<p>83713</p>	<p>Online</p>

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<p>Project Key 20428: SH- Technology Way to Surprise Valley.</p> <p>ATTENTION PLEASE. The proposed four feet median is not a safe or sufficient improvement. HWY 21 is dangerous! Please listen.</p> <p>With the ever-expanding neighborhoods of Southeast Boise, many more people are using Highway 21. I live on Alta Ridge Court off Highway 21. In the past 8 years alone, the number of homes in my subdivision, Legend Ridge, has doubled. The only access into our neighborhood is off Highway 21...and it is treacherous! Oncoming cars on Highway 21 are often traveling 60+mph.</p> <p>WE NEED A TURN LANE ON HIGHWAY 21 INTO THE LEGEND RIDGE SUBDIVISION. I constantly worry for myself, my neighbors, and especially my teenage drivers. There have already been fatal accidents in this corridor of Highway 21 in 2016 and 2018. I personally have had several instances where I've been in near collisions with speedy cars that drive around me while I'm waiting for a clear left turn onto my street. It is also crucial that the speed limit be lowered in the section of Highway 21 where you enter and exit neighborhoods. Perhaps 45 mph and NO PASSING until you hit Diversion Dam.</p> <p>I don't want any more avoidable deaths or near deaths in my neighborhood. Please make this dangerous section of Highway 21 safe for the thousands that use it daily!!</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>	<p>83716</p>	<p>Online</p>
<p>Project Key 20428: SH- Highway 21 Legend Ridge/Superior Ridge E. Alta Ridge Rd.</p> <p>Subject: Left turn lane needed for subdivision on Hwy 21.</p> <p>HWY 21's issues causing hazard for cars entering or leaving subdivision:</p> <ul style="list-style-type: none"> • Increased volume of traffic; • A hazard for subdivision cars stopping to turn into or exiting; 	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>83716</p>	<p>Online</p>

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<ul style="list-style-type: none"> • 55mph speed limit or cars traveling faster; • Passing permitted on Hwy 21 at subdivision entrance; • Unsignaled intersections and/or lack of turn lanes; • Increased volume of multi-axle vehicles unable to react quickly. <p>There are young drivers in our neighborhood and the potential for serious injuries and/or fatalities are very real when exiting and entering Hwy 21. Traveling vehicles on Hwy 21 are not expecting a car to stop in front of them or pull out in front of them. A left turn lane, lower speed limit and prohibited passing needs to be incorporated to Project 20428. Thank you for considering our safety concerns during the planning phase.</p>	<p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>		
<p>I think more walking and biking projects would be a great asset for the newer subdivisions in Nampa and Caldwell. Currently, access to shopping is restricted due to all of the road work being conducted, and with a few walking and biking paths put in place prior to these projects, both time and money could be saved by residents by allowing them to get to shopping and dining without having to drive long detours, which would also help local businesses.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the City of Nampa, and the City of Caldwell.</p>	<p>Kyle Farley 83687</p>	<p>Online</p>
<p>More emphasis on safety for pedestrians as well as other mobility, such as bikes, scooters, etc...</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online</p>
<p>Highway 21 Widening Technology Way to Surprise Way Key # : 20428</p> <p>My husband & I have lived on Alta Ridge for 5 1/2 yrs. & have seen drastic changes in the traffic on Hwy 21. Heartleaf Rd has been completely built out which has greatly increased the number of cars going in & out of our entrance. I would love to see a turn lane added, speed limit decreased & a no passing zone extended. Each time I pull into our neighborhood from either direction I continually watch my rear view mirror to make sure an impatient driver isn't passing & plowing into me and that my turn signal has</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>83716</p>	<p>Online</p>

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<p>been recognized. I am especially concerned about our young teen drivers who have not developed good judgement in evaluating speed of oncoming traffic when pulling out. The evidence of skid marks on the roadway is testimony to the close calls we have endured.</p> <p>I also would love to see a paved bikeway added that would connect us to the greenbelt. The current rough, gravel path is very unsafe with traffic whizzing by at 55 mph. To safely access the greenbelt we must bicycle through Columbia Village then out to Amity Rd. It would be so nice to have easier access from our end of town.</p>	<p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>		
<p>This is regarding project key #20428, Technology way to Surprise Way in Boise (altering Highway 21). As a resident of Alta Ridge and with a NEW driver in the next two years, we are HIGHLY SUPPORTIVE of this plan! We would hope that a SLOWER SPEED LIMIT (55pmh is TOO FAST and drivers consistently exceed this limit making turning on to Alta Ridge dangerous) would be taken into consideration, as well as NO PASSING lines and signs (trying to wait for traffic so I can turn left is scary as fast cars from the rear often GO AROUND a stopped car!), and a TURNING LANE available in both directions (a 4 foot center median is NOT SUFFICIENT!!! Instead of a 4 foot median and a 6 foot shoulder, we need a DESIGNATED TURNING LANE.). Noting that there is only ONE entrance end exit to Legend Ridge, I truly hope that by the time my children are old enough to drive (18 months!!!!) that our access to our OWN HOMES is made SAFE. I am tired of being honked at and "flipped off" for slowing down to safely turn on to the street in which I LIVE with my children and husband. THANK YOU SO MUCH for your consideration and for your time in reading my comments.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>	<p>83716</p>	<p>Online</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">Name, Zip Code, Affiliation</p>	<p align="center">Format</p>
<p>I live in Legend Ridge off SH 21. There is only one way in and out of the neighborhood. We are a family of six with three inexperienced drivers. There have been numerous times I have been making a left-hand turn into our neighborhood and have nearly been rear-ended or the cars come up right on me and swerve into the dirt instead of stopping and waiting for me to turn. This is especially bad in the summer when there is far more traffic going to and coming from the lake. Last week my husband was driving, I was in the passenger seat and my 12 year old was in the back. We made a RIGHT hand turn out of the subdivision onto SH21 and were nearly hit head-on by someone who was passing the cars travelling toward the lake. At a bare-minimum that should be a double-yellow line so, in theory, people wouldn't pass there. We really need this widened with a turn lane into the subdivision. I have had too many near-misses and have only lived in the subdivision for 2 years.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly extending the "No Pass" zone.</p>	<p>Danielle Scarlett-Hardee 83716</p>	<p>Online</p>
<p>I am not in favor of bicycle bridge over the river on Eagle Road Key #20841.</p> <p>I am generally not in favor of the funding for VRT. Especially with the decreased ridership recently, we can better use the funds for improved maintenance work and roadway widening projects.</p> <p>I am in favor of increased funding for ACHD's Commuter Ride, it's used!</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the City of Eagle, Valley Regional Transit, and the Ada County Highway District.</p>	<p>83616</p>	<p>Hard Copy Comment Form</p>
<p>It appears that our particular subdivision is not included in a project, although I could not understand how to use the "interactive" map to identify one short segment that appeared to be located in or near us. (When I was working in downtown Boise, I stopped in to participate in COMPASS surveys. They were far less complex then.)</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83642</p>	<p>Hard Copy Comment Form</p>
<p>RE: Key# 20428</p> <p>My family resides in Legend Ridge, a neighborhood with its only ingress/egress being Hwy 21, in the subject area of this project. I'm writing in hopes of enhancing the</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the</p>	<p>Jared Scott 83716</p>	<p>Online</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;">Name, Zip Code, Affiliation</p>	<p style="text-align: center;">Format</p>
<p>proposed improvements so that the results will better benefit all of those who use HWY 21 and those who live off of Hwy 21. To be as concise as possible, I'll get right to bullet points.</p> <ul style="list-style-type: none"> - Currently, there is no turn lane into our neighborhood. There are 54 homes in this development, many of us with children who drive, so at least 120 drivers, not to mention guests. Stopping on Hwy 21, backing up traffic, to turn into our neighborhood is unsafe, and I have seen more than a few near accidents. This is especially true on the weekends as people head to Lucky Peak and beyond to go boating and camping. We desperately need a left turn lane into Legend Ridge as part of this widening project. The project identifies a 4ft center median, but it makes no mention of turn lanes. - Similar to the last point, the increased traffic on HWY 21 makes it difficult to enter it and get up to 55 mph in the small gaps in traffic, again especially on the weekends. Moreover, the traffic at 55 mph creates a lot more noise than the 35 mph speed limit that was in place when we bought our lot. We request that the speed limit be reduced to 35 mph at least 1/4 mi before the entrance to Legend Ridge. The traffic flow from Lucky Peak is highly likely to be stopped at Technology Way (1/4 mi away) or at Federal Way (1/2 mi away) anyway, so this isn't a large impediment to their travel. Similarly, traffic flowing toward Lucky Peak is just taking off from one of those two lights and must use excessive fuel (causing unnecessary pollution) to get up to 55 mph (sometimes just to slow down again at Technology Way when coming from Federal Way). It makes more sense, and is more environmentally friendly, to stage the speed limit on Hwy 21, setting it to 35 mph from Federal Way to 1/4 mile past Legend Ridge entrance, then increasing it to 55 mph. This reduces the speed for only about 1 mile, but will make a world of difference to the residences of Legend Ridge. 	<p>description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>		

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<p>- Boise has great trail systems, but on this end of town they are not connected. The Greenbelt comes down Surprise Way and ends at Hwy 21; similarly, there is a large pathway that runs alongside Federal Way ending at HWY 21. We get a lot of bikers coming down HWY 21 and it is unsafe because the shoulders are tiny. It seems to me that it would make a lot of sense to connect the Federal Way pathway to the Greenbelt with a wide, protected (either by separation from the highway, or a curb, or something), paved pathway on the south side of Hwy 21. This has the added benefit of connecting the paved trial systems to the Oregon Trail Reserve and recreational area. It is sad that we live less than 1 mile from these sites, but we can't travel to them safely without getting into our car. This connector would open many more opportunities for distance bikers and runners, as well as those venturing downtown on scooters, e-bikes, and such.</p> <p>- The plan calls for a 4ft center median, but it does not specify what kind of median. This area has a lot of new development, with a lot more to come. It is also the gateway to the local boating hot spot, as well as many camping spots. Accordingly, a raised median with trees, flowering bushes, etc. would be pleasing to users and would welcome the right kind of development in the area. Much like the other edge of Boise, bordering Meridian, used roadway improvements and development guidelines to minimize the effects of that area's industrial parts, we should be doing the same here.</p> <p>Thank you for your time and consideration of my comments.</p>			
<p>Re # 20428 SH-21, Technology Way to Surprise Way, Boise I live in one of the 54 homes on Legend Ridge. Hwy 21 is the sole access road to our street. I have listed my comments below.</p> <p>#1 Please include a turning lane in the 4 foot median into our neighborhood from Hwy 21. a. Much of the traffic coming into our</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from</p>	<p>83716</p>	<p>Online</p>

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<p>neighborhood is coming from the west (due to I-84 access) and requires a left turn. We must slow down from the 55mph road and signal left. The cars traveling behind are not always expecting this change in speed and it can be dangerous. Many of us have experienced "close calls" performing this left hand turn. As we have new drivers each year I worry about their ability to navigate this situation.</p> <p>#2 Please include a NO passing zone near all residential access streets along this stretch of Hwy 21. a. Currently traffic heading to Lucky Peak can pass on either side. The landscape appears very remote (for now) and drivers heading to recreation really aren't expecting residents to be turning out onto the road. Drivers can pass each other on the left or right. If a resident is making a right hand turn out of the neighborhood they can encounter a head-on collision if a driver is trying to pass another at that same point in the road. My neighbors have had "close calls" with this scenario as well.</p> <p>#3 Please decrease the speed limit to 35mph on this stretch of Hwy 21. a. It is difficult to turn into a neighborhood off of a 55mph street. There are 4 residential streets that intersect with Hwy 21 along this stretch. This is especially difficult for new drivers to navigate. b. It is very common to have bikers along this stretch of the highway. There is a nice spot for bikers to come off Federal Way in front of Albertsons. They can pick up the greenbelt across the bridge or access it from Surprise Way. It would be safer for the speed limit to be less to accommodate for this type of recreation.</p> <p>#4 It is worth considering a biking lane along this stretch of Hwy 21. a. As mentioned above, bikers can enjoy what Boise has to offer the outdoor scene by riding down Federal Way and connecting to the greenbelt. Having a safer way to close this loop for them would be safe and increase our bike friendly scene. b. I personally would enjoy easier access to the green belt and Bown Crossing from my home.</p>	<p>Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>		

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<p>There will likely be many homes in the future in this area and many people would benefit from this feature. Where good outdoor trails exist, so do nice homes. It would benefit us all to continue to improve Southeast Boise into an attractive living area for all.</p>			
<p>Having an East bound center lane for cars to turn in to Legend Ridge (Alta Vista) is an absolute must. If that makes the road 5 lanes wide then it needs to be 5 lanes. Honestly, I'd take a center lane over having duplicate lanes in each direction. The center lane would also definitely need several hundred feet of length so that during the snow season there is enough room to safely slow down from 55mph. No matter what the solution ends up being the goal must be to allow cars to safely slow down for a left turn without risking a rear end collision or slowing everyone down to a stop.</p> <p>For Westbound traffic it would also be extremely beneficial to have a dedicated turn lane on to Alta Ridge for those turning right after coming up the hill. This, again, would allow cars to safely slow down to a reasonable turning speed without affecting the other cars behind or risking a rear end collision in the snow season.</p> <p>We don't need that much excess capacity that two lanes (or wider lanes) in each direction would provide but we do need safe ways to turn off of (and maybe even on to) Hwy 21 without risking damage or safety.</p> <p>The proposed plans do not help the safety situation. The shoulders don't solve the problem of a single car having to stop completely while waiting for a gap in opposing traffic to turn onto Alta Ridge. The larger shoulders do not solve the problem, the center median don't solve the problem, and the one thing (a full on center lane) isn't even mentioned.</p> <p>I strongly encourage someone from the planning agency to come talk to every single house of the Legend Ridge community (Alta Ridge, Heartleaf Drive, and all the off shoot streets) so that the situation can be properly understood. If congestion is the thing that is</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Mike Campbell 83716</p>	<p>Online</p>

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<p>being solved then it must be understood that it is only congested because of the times when people have to stop, or nearly stop, traffic to safely turn on to Alta Ridge. Anything that is done that does not solve that problem is entirely a waste of funds! The residents of Legend Ridge are part of the Boise community and contribute a lot to taxes (especially property taxes) and we deserve access in and out of our street to be safe for us and for everyone using Hwy 21. As it stands now there have been far too many accidents and too many times we have been at a stop and watching with held breaths wondering if the person behind us is actually going to stop or if they won't notice the brake lights or realize that it is icy and ram into us.</p> <p>Center turn lane for East bound, right turn lane for west bound, and maybe even a merge lane going westbound for people exiting Legend Ridge. These are the things that will reduce congestion and contribute greatly to safety. Please pay attention and solve the real problem and not spend a lot of time and money (because we know whatever is done will take the better part of two years to accomplish) on things that won't help the problem.</p>			
<p>Key #: 20428 - widening highway 21 from T geology way to Surprise way.</p> <p>We live in Alta Ridge subdivision, Off from highway 21 just past the fire station. we have seen our share of accidents in front of the turn into our subdivision. This is our request to improve the safety of our family and the neighbors who live in our subdivision:</p> <p>1. Please change the speed limit to 35 (no more than 45). Current speed limit is 55. People speed 60-70 on that road with their trailers and boats going to lucky peak. Turning 'right' out of our subdivision is difficult with fast drivers as there is hill coming up from the bridge and You can't easily see the drivers speeding up to you until it is too late. You either have to gun it onto the highway or you</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>	<p>Jared Adams 83716</p>	<p>Online</p>

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<p>make them slow down as they come upon you (road rage waiting to happen).</p> <p>2. Please add a dedicated turn lane from the highway into our subdivision. A 4 foot wide center meridian with an opening into our subdivision is not sufficient. It is extremely dangerous to turn left into our subdivision when you make drivers slow down from 55+ to 0. Many times they try to go around you onto the dirt edging, several months back I was turning left Waiting for traffic the opposite direction to clear when a car came fast upon me, slammed on their breaks and the car behind them did not have time to stop and slammed into them and they went careening off the side of the road. The speed limit HAS TO CHANGE! And for public safety there has to be a dedicated turn lane much like the turn into Columbia village just down the road before the bridge.</p> <p>3. Please make this widening extension into the BLM Land and not take up any space into our subdivision. The road noise is already really bad. Putting the vehicles closer to our subdivision will make the noise even worse. Slowing the speed down will also help the road noise.</p> <p>4. Perhaps the center meridian will solve this problem, but there should not be a passing lane going too or from the entrance of our subdivision. When I moved in a few years ago, I almost got in a head-on with a car passing in The opposite lane in front of our subdivision. It is a dashed yellow line, not solid. When turning right, since it is difficult to see fast moving traffic coming up the hill, you focus most your attention looking to the left, you assume no one is coming from the Right, so when you pull out, that is when you notice cars passing. In my case I swerved off the side of the road just missing the head on collision. Please make solid yellow or no passing meridians to prevent this from happening. Note: we only have one in trance in and out of our subdivision.</p>			

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<p>RE: KEY 20428</p> <p>A four foot center turn lane is an inadequate solution along this section of Highway 21. The common vehicles that travel Highway 21 are large SUVs/pickups, often with tow behind RV's and Boats. There have been accidents along this road in the past and speeding is commonly observed. For the safety of our community we must lower the speed limit to no more than 45 mph and widen the center median to at least 10 feet, large enough to accommodate a full size pickup with trailer. Please hear our call for safety before there are additional deaths along this corridor. Thank you!</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>Key #20428, project SH-21 Technology Way to Surprise Valley, Boise.</p> <p>The widening project MUST include a center turn lane at Alta Ridge Drive and Highway 21 (the only entrance and exit point for residents). There are turn lanes all along Highway 21 from Technology Way to Surprise Valley, a total of 3 turn lanes, not one at Alta Ridge Drive. Development at Alta Ridge Drive goes into 2 developments with over 55 high end homes, many of which have children who are learning to drive and elderly residents. I have lived in my home for 12 years and have nearly been rear ended dozens of times (being saved only by making a turn earlier than what was safe or pulling off onto the dirt shoulder). How is it reasonable for all other housing developments to have turn lanes, except ours? Money must be allocated for a center turn lane onto Alta Ridge Drive for consistency in planning and safety for residents, as well as those driving on Highway 21. An additional safety concern is the lack of an acceleration lane when exiting Alta Ridge Drive onto southbound Highway 21 (there is an acceleration lane at Surprise Valley). There is a limited sight distance of slightly more than 1/10th of a mile with vehicles driving at 55 mph (residents are expected to make a 90 degree turn and get up to speed or risk being rear ended). Though the speed limit could be decreased, an acceleration lane would solve this safety concern.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Decateur Reed Citizen for consistency and safety 83716</p>	<p>Online</p>

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<p>Dear IDT, I am writing you as a resident of the Superior Ridge I subdivision and would like for you to please consider adding a center turn lane for project #20428 (SH-21, Technology Way to Surprise Way, Boise). I have lived at E. Alta Ridge since year 2000 and over the years have seen many residence have very close calls getting rear ended turning off the highway into our sub-division. Also as our city growth rate continues to rapidly increase it is getting much harder to pullout of our subdivision due to the heavy traffic on HWY 21. Turning east bound on the weekend is very difficult. If we had a center lane it would be much easier to turn out into the center lane and then continue to merge as traffic permits. Please consider the safety of the residence living in both Superior Ridge I and II as you proceed with the build out of this project. With the planned 4 ft median it would seem like making some modifications to the current plan to change this median to an 8ft center lane could be considered. Thank you for allowing me to provide feedback and I hope you will please take this into consideration.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Shawn Gunter 83716</p>	<p>Online</p>
<p>Letter from the Ada County Highway District attached at the end of this table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, Ada County, the Idaho Transportation Department, the City of Boise, and the City of Meridian.</p>	<p>83714</p>	<p>Letter</p>

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Comments on changes to CIM 2040 2.0			
<p>Exit at Ustick. It is going to be 5 Lanes wide without an large ingress-egress route to the interstate. it is just creating a corridor to be clustered up with all the 4 way stop idaho likes to put in. Creating back ups at each mile causing more expensive redesigns to elevate traffic in Congestion areas (Northside). The road need to be designed to accommodate rush hour traffic. All this money is wasted on these projects if the Treasure valley turns into a small LA and 2 hr commutes are the norm. Plan for the busy times and the rest will work out. The last 3 yrs I have seen the congestion issue first hand with my commute into Nampa from Payette. Accidents on the interstate can completely clog 5 miles of traffic. Before Covid-19 an accident was happening in that corridor almost twice a week. It takes 25 min to drive from the Oregon border to Middleton, then traffic makes the next 10 miles take another 25 min. one fender bender it adds 10-20 more mins, increase the ability to exit the interstate between Caldwell and Nampa before development requires it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, and the Cities of Caldwell and Nampa.</p>	<p>Kyle Schab 83661</p>	<p>Online</p>
<p>I believe a light rail system that connects downtown Boise to Eagle, Meridian, and so forth should be in this plan.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Cities of Boise, Eagle, and Meridian.</p> <p>COMPASS also recently updated a 2009 High Capacity Transit Study on passenger rail connecting Caldwell and Boise (find the link here: https://www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf). COMPASS will solicit public feedback on high capacity transit options via a survey in early 2021.</p>	<p>83616</p>	<p>Online</p>
<p>This area continues to treat 'roads' like 'expressways'. It costs all of us constantly to repair these roads that were not originally planned to carry so much traffic, so many heavy vehicles, create so much dirt, dust and noise next to homes. That is a raised interstate or expressway. Why do we continue to pay for this instead of creating a N-S expressway for all of this load?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>In <i>Communities in Motion 2040 2.0</i>, State Highway 16 is envisioned as a north/south limited access expressway from I-84 to Ada/Gem County line. The segment from I-84 to US 20/26 has funding for preliminary engineering and right-of-way purchase, all construction is currently unfunded.</p>	<p>83642</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>I would like an app that makes it easy for me to see where the buses are at and also exactly how I get from point A to point B. like google maps in big cities or something similar. I'm here, how to get there.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>Real time bus information is currently available through the Routeshout app. It can also be accessed through the VRT website. VRT is working with Routematch on getting real time information about our buses available on other platforms. Trip planning is also currently supported through Google trip planning and other transit applications. These options are also identified on the VRT website (http://valleyregionaltransit.org/).</p>	<p>Monte Gerlach 83713</p>	<p>Online</p>
<p>Compass has been very wrong in recent history with determining growing in the valley and needing to fix roads more upgrade roads. I feel that the Ustick overpass should be made into an on and off ramp as well to accomodate growth and help lessen congestion on the Karcher overpass in Nampa and on the 20/26 overpass in Caldwell. SH55 should be widened to five lanes from Middleton Rd to Farmway Rd. Would be nice to have more buses more frequently going back and forth between Ada and Canyon counties. Maybe look at developing plans for passenger rail to help reduce traffic at rush hour.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Caldwell.</p> <p>The I-84, Ustick Road Overpass is currently scheduled for replacement in FY2022. An interchange at this location is not anticipated.</p> <p>The widening of SH-55 from Pear Lane to Indiana Avenue is #4 of the unfunded state system priorities in <i>Communities in Motion 2040 2.0</i>.</p> <p>COMPASS also recently updated a 2009 High Capacity Transit Study on passenger rail connecting Caldwell and Boise (find the link here: https://www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf). COMPASS will solicit public feedback on high capacity transit options via a survey in early 2021.</p>	<p>83607</p>	<p>Online</p>
<p>PLEASE provide a sidewalk alongside Eagle between Ustick and the Village. On either side of the road one encounters "no sidewalk" and must walk on the shoulder with traffic 55 mph two or three feet away; bicycles and strollers make me shudder.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Meridian.</p>	<p>83646</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>The project Key number is: Key #: 20428 *A center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened). *Can the speed be reduced to 45MPH past our street? *A center turn lane is desperately needed since have no other safe alternative entering/exiting our street.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>A center turn lane is needed at all road/street intersections with Highway 21: this is a dangerous roadway with vehicles traveling in excess of speed limit of 55 MPH. A 4 foot center median will not be wide enough to handle the issue.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>I prefer that the roads are not widened. Please spend money on community transportation, protected bicycle lanes, and pedestrian improvements. Look to areas of Europe for ideas instead of congested areas in California. Making more space for traffic increases speed and congestion. We love our neighborhoods when roads don't get wider. People will choose to live near places that they usually drive if we keep narrower calmer roadways. Neighborhoods will be designed to meet the needs of people living within them. It is fine to have the interstate highway just leave the wide big roads out of the city.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Debi K 83702</p>	<p>Online</p>
<p>I would like to see a 3-4 times a day shuttle from points in the western part of the Treasure Valley to the Boise Airport.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83686</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
What would the cost be to repave sections of the greenbelt that are very rough and bumpy? Can we include that on the spending list?	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>To repave 11' wide pathway with 2.5" thickness costs about \$46/foot of pathway. This cost includes additional components such as tree removal, root cutting, fence removal and rebuilding, hydrant relocation, etc. <i>Communities in Motion</i> doesn't list individual maintenance projects (which this would be) even when they use federal funds.</p>	83703	Online
Support dropping expansion to seven lanes on both Fairview and Overland. While useful, other items seem to have a higher priority.	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	83709	Online
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed four foot median is not a safe or sufficient improvement. HWY 21 is dangerous and deadly. Please listen. With the growing sprawl of Southeast Boise (the ever-expanding Harris Ranch area and the subdivisions off Columbia Road behind Micron in particular), many more people are using Highway 21. I live on Alta Ridge Court off Highway 21. Over the past eight years my subdivision, Legend Ridge, has nearly doubled in the number of homes and drivers that access Highway 21. Turning left or right onto Highway 21 from Alta Ridge is treacherous. Oncoming cars on Highway 21 are often traveling sixty or more miles per hour. Please add a turn lane on Highway 21. The proposed four foot median is not a sufficient improvement. There already have been fatal accidents in this corridor of Highway 21 in 2016 and 2018. I've also had several instances where I've been in near collisions with speedy cars that drive around me while I'm waiting for a clear left turn onto my street. This section of Highway 21 is dangerous. How many more people need to die for ACHD to listen?</p> <p>http://www.ktvb.com/article/news/local/man-killed-in-highway-21-motorcycle-crash-identified/277-197365078</p> <p>https://www.ktvb.com/article/news/local/boise-teen-dies-after-idaho-21-collision/277-534283359</p> <p>I don't want any more deaths or near deaths in my neighborhood.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	Laureen Scheid 83716	Online

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>The additions to Ustick road will be a great help for the newer homes being added along the road. Especially with the nearby schools, dedicated bike lanes will go along way with helping students arrive safely.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p>	<p>Kyle Farley 83687</p>	<p>Online</p>
<p>Add training for the ACHD planners to study traffic flow in other cities and states. Hopefully, will discover that a simple way to reduce congestion and vehicle emissions is to just reduce the light cycle times. By half. Maybe more. No other city in my travels has the ridiculously long light cycles as here in the Treasure Valley, especially along Eagle Road and Chinden.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p>	<p>83713</p>	<p>Online</p>
<p>Where are the rail projects, bicycle infrastructure and pedestrian accommodations?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>CIM 2040 2.0 includes a list of unfunded public transportation needs, and passenger rail is part of the 2040 (unfunded) system: https://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Unfunded_All_Priorities.pdf.</p> <p>COMPASS also completed the Rails with Trails Feasibility and Probable Cost Study https://www.compassidaho.org/documents/prodserv/CI_M2040_20/COMPASS_FINAL_RWT_COST_STUDY_090419_web.pdf) in September 2019 to estimate cost of trail development along the Boise Cutoff rail corridor, and identify barriers associated with trail development.</p> <p>Most funded roadway projects include enhancements for bicycle and pedestrian infrastructure. Pathway and pedestrian improvements with federal funding are listed in the short-term and long-term funded projects: https://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Funded_All.pdf.</p>	<p>83712</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>I will be submitting comments on the Ustick Road, Ten Mile Road to Linder Road, Meridian Key#: RD207-24. I'm a resident of the Bridgetower Homes that are located in the square mile bordered by Ustick, Ten Mile, McMillan, and Linder roadways in Meridian. My home at W. Primeland Drive, is an original Phase I property that is closest to the Main Bridgetower entrance at Towerbridge and Ustick. Since we purchased our home in 2010, we have experienced dramatic increases in the traffic at this intersection. During the evening commute traffic heading West on Ustick between Linder and Ten Mile because it is only a 2-lane road, traffic often is backed up from the traffic signal at Ten Mile all the way back to Linder. Heaven forbid we try to exit our tract from Towerbridge onto Ustick during these times! And now Owyhee High School will be opening in the Fall of 2021 about 2 miles to our West which will certainly make matters worse. In addition, there is currently no Bike Lane on Ustick because of the narrow roadbed caused by Ustick being paralleled on its Northside by Five Mile Creek. Whenever a bicyclist is riding on this section of Ustick, it is extremely unsafe with the current level of daily traffic. This project has been delayed and rescheduled several times and I believe that any further delay in scheduling this project beyond 2021, should be seriously re-evaluated. Thank you for your consideration.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p>	<p>David Foster 83646</p>	<p>Online</p>
<p>I am concerned as to how these surveys relate to municipality decision making inasmuch as, although the survey results in all cases confirm our neighborhood's position, yet the comprehensive plan developed by the City of Meridian contradicted our preferences in almost all ways, e.g. homes on larger lots, residential neighborhoods, nature (for leisure), more farming methods.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and the City of Meridian.</p>	<p>83642</p>	<p>Hard Copy 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;">Name, Zip Code, Affiliation</p>	<p style="text-align: center;">Format</p>
<p>In the "Add to Short-Term Funded Projects," a study similar to the Northside Boulevard (Karcher Road to Birch Lane)'s "Complete concept and start the National Environmental Policy Act (NEPA) alternative analysis study" for \$250,000. That would be to develop a study to place an interchange on I-84 at Five Mile Road with the same low level of early study money to be made. ACHD's Integrated Five Year Work Plan 2021-25 has a project to widen Five Mile Road from Overland Road to Franklin Road with design to be in 2023 and with the overpass cost to be by the Idaho Department of Transportation. The large distance of four miles between interchanges is likely greatly excessive in an urban area. It appears the standard distance is two miles from East Boise at Broadway Avenue for 21 miles to the Karcher Road Interchange. (That is with the future connection of Idaho Highway 16 near McDermott Road.) It seem much beyond time for the City of Boise to stand up and advocate for their west side residents. Other towns are capturing the potential west side Boise development. The congestion on the four mile distance interchanges at Eagle Road and the Cole Road areas seems very great and has the potential to become much greater with more development in these areas. Any study would seem, of course, limit Boise city center inbound users to their current routes because of lane cross-over constraints; however, I-184 connector outbound users could be greatly benefitted as well as the nearby I-84 main road users. IN SUMMARY - Time is of essence because of the Five Mile overpass early rebuild design study in 2023. So again it beyond time for the City of Boise's leaders and other local leaders to get behind this west side Boise need that was first shown in a January, 1981, ITD interchange study.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p>	<p>Ralph Mellin Mellin Properties Limited Partnership 83709</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
Comments on the Air Quality Conformity Demonstration for Northern Ada County			
Thank you for the air quality study. Similar study needs to take place with sound in some areas. Eagle road subdivisions are exceedingly federal sound requirements.	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83713	Online
Air quality should be given top attention. We need cleaner transportation options like light rail/subway. Also, we should be taking advantage of solar power.	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83616	Online
I question the logic and even the authority for Compass acting as AQB to require all motor vehicles someone owns to a single address, even if that individual owns multiple homes in various locations and leaves a vehicle at those additional locations.	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83646	Online
Would be nice to see something like this for Canyon County	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83607	Online
PLEASE provide a sidewalk alongside Eagle between Ustick and the Village. On either side of the road one encounters "no sidewalk" and must walk on the shoulder with traffic 55 mph two or three feet away; bicycles and strollers make me shudder.	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83646	Online
That's a lot of information to digest. Keeping things simple, if we encourage people to ride bikes instead of drive automobiles not only will that result in an IMPROVEMENT to air quality (unless those automobiles are run on 100% renewable energy), it will also result in a healthier population and community.	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83703	Online

<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">Name, Zip Code, Affiliation</p>	<p align="center">Format</p>
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed four foot median is not a safe or sufficient improvement. HWY 21 is dangerous and deadly. Please listen.</p> <p>With the growing sprawl of Southeast Boise (the ever-expanding Harris Ranch area and the subdivisions off Columbia Road behind Micron in particular), many more people are using Highway 21. I live on Alta Ridge Court off Highway 21. Over the past eight years my subdivision, Legend Ridge, has nearly doubled in the number of homes and drivers that access Highway 21. Turning left or right onto Highway 21 from Alta Ridge is treacherous. Oncoming cars on Highway 21 are often traveling sixty or more miles per hour. Please add a turn lane on Highway 21. The proposed four foot median is not a sufficient improvement. There already have been fatal accidents in this corridor of Highway 21 in 2016 and 2018. I've also had several instances where I've been in near collisions with speedy cars that drive around me while I'm waiting for a clear left turn onto my street. This section of Highway 21 is dangerous. How many more people need to die for ACHD to listen?</p> <p>http://www.ktvb.com/article/news/local/man-killed-in-highway-21-motorcycle-crash-identified/277-197365078\</p> <p>https://www.ktvb.com/article/news/local/boise-teen-dies-after-idaho-21-collision/277-534283359</p> <p>I don't want any more deaths or near deaths in my neighborhood.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>Laureen Scheid 83716</p>	<p>Online</p>
<p>The easiest way to reduce emissions is to allow for other modes of transport, such as biking and walking. We are blessed with great weather here in the valley, and could walk and bike for many months out of the year. With a few walking paths and shopping destinations like The Village in Meridian, air quality could improve greatly. Add in that many will be working from home even in a post Covid environment, and walkways and bike lanes will improve our air quality further.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and the City of Meridian.</p>	<p>Kyle Farley 83687</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>This is probably the most important way in which our input (approximately 40 families) aligns with COMPASS concerns but which have been ignored or dismissed in planning during the last two years. Our subdivision of 50 acres has abundant, mature, diverse trees and open space, yet the City has projected in its FLOM replacing us with the commercial development. We believe this will destroy the great advantage and contribution our land currently adds to air quality. Could COMPASS please give us some attention in this overall process?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and the City of Meridian.</p> <p>COMPASS doesn't have authority for zoning or other land use decisions. COMPASS has designed the development review tool for local governments to evaluate whether land developments are consistent with the goals of <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0). This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals. https://www.compassidaho.org/dashboard/devreview.htm</p>	<p>83642</p>	<p>Hard Copy Comment Form</p>



Mary May, President
Kent Goldthorpe, Vice-President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

September 9, 2020

Matt Stoll, Executive Director
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

ACHD appreciates the opportunity to comment on the DRAFT FY2021-2027 Regional Transportation Improvement Program (TIP). COMPASS' support of Ada County transportation projects through grants, federal funding, and planning is also greatly appreciated by ACHD. The draft TIP supports the Communities in Motion 2040 funding policy by dedicating a steady funding source for maintenance and Americans with Disabilities Act (ADA) projects within the Boise Urbanized Area. ACHD has found that these types of projects are an efficient and effective use of federal dollars, and support ACHD's efforts to sustain the public's infrastructure in a "very good" condition for motorists, cyclists and pedestrians. The TIP aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for capacity improvement and Community Programs projects.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2021-2027 TIP:

- The advancement of all FY2027 Roadway and ADA Improvement Part 1 and Part 2 projects (ORN22816 and ORN22817) supports ACHD's efforts to use federal funds to maintain the Ada County roads.
- The addition of three ITD pavement preservation/restoration projects supports the region's need to maintain its roads. The three Microseal projects on, Front/Myrtle/Broadway, Boise – FY2022 (ORN22677, SH-55(Eagle Road), I-84 to SH-44 Meridian to Eagle (ORN22665) and SH-69, Pavement Preservation, Kuna to Meridian are all state routes that support the local network. ACHD is also pleased to see the addition of an I-84 Bridge repair project (KN 20405) that helps maintain the region's bridges.
- ACHD fully understands the necessity to sometimes delay large, complex projects like the State Tax Anticipated Revenue (STAR) capacity improvement project on US 20/26 from SH-16 to Linder Road (KN 21858). When completed in FY2021, this \$24 million project will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways.
- The addition of the SH-44 (State Street), Palmer Lane Intersection Improvements project (ORN22718) supports the efficient operation of SH-44 and the local street network in the growing city of Star.

- The support of ACHD’s Commuteride public outreach efforts is valuable for current and future commuters of the Treasure Valley. ACHD appreciates COMPASS’ support through the advancement of ORN22386 and the addition of ORN22738.
- The new 5339 Small Urban funding project titled “Commuteride, ACHD, Van Replacements, Canyon County”, will help Commuteride replace vans that have exceeded their useful life.
- ACHD welcomes the addition and highlighting of locally funded and regionally significant ACHD road capacity projects on Fairview Avenue, Locust Grove road to SH-55 (RC0133), Roadway and ADA Improvements, Part 3 (ORN22927) and Ustick Road, Ten Mile Road to Linder Road, Meridian (RD207-24).
- The funding of ACHD’s Bicycle Improvements, Signs and Pavement Markings, Ada County (ORN22995) project will benefit cyclists with some of the first low-stress bikeways, based on ACHD’s approved Roadways to Bikes plan.

The fiscal uncertainty of the FY2021 federal fiscal year prompts the need for continued good planning and cooperation. ACHD appreciates COMPASS’ efforts to update the Treasure Valley’s Regional Transportation Improvement Program, and COMPASS’ oversight of the region’s federal funds. ACHD will continue to work with its city and county partners, COMPASS and ITD to maintain the network and plan for necessary capacity improvements in growth areas across the county.

Thank you 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,



Mary May
ACHD Commission President

Cc: COMPASS Executive Committee

Public Comments Received (Verbatim)

For amendments to:

FY2020-2026 and FY2021-2027 Regional Transportation Improvement Programs

Public Comment Period: September 29 through October 13, 2020

Total number of comments received by COMPASS: 11

Topic: Transit – Fueling Station and Parking Lot, Boise. Transit – Fueling Stock, Infrastructure, and Technology, Boise, VRT. Capital Maintenance, Phase 3, Boise, 2020. More details can be found [here](#).

Outreach methods: Three 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 (City) Name Affiliation	Format
<p>As a senior citizen I am concerned that not enough attention is paid to those of us on foot. It appears that so much attention is paid to auto traffic, even bike traffic and now electric scooters that so-called improvements have actually diminished safety and convenience of pedestrians. It has become worse with the addition of scooters. Many bike riders will at least ring a bell or announce "on your left". I have never received any such warning from a scooter rider who are traveling much faster than pedal powered bikes.</p> <p>Contractors are allowed to close sidewalks for months, often with no good detour except having to walk in a busy street. I had to use a walker after hip surgery and found I had to take a four block detour to get to a destination one block away. It stayed that way for weeks with no sign of work on the project for several days.</p> <p>The road changes for St Lukes is another example. I kept seeing reports of solving issues for auto and bike traffic but things are worse for those on foot.</p> <p>I keep seeing that we want to reduce auto use but, for seniors at least, more hurdles keep showing up for foot traffic.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>83716 (Boise) Richard Rapp</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Before the pandemic I regularly met with fellow BSU Emeriti and found that many of us shared the same concerns.</p>			
<p>I'm not a big fan of the mostly empty buses running around the Valley.</p> <p>But I am in favor of this change.</p> <p>Trust you are doing well & staying safe</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Mac McOmber</p>	<p>Email</p>
<p>I would be happier to hear that the Treasure Valley was working to design an electrically powered light rail system or electrically powered bus network.</p> <p>Thank you for asking for community input,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>While the project presented in the public comment period is for improvements to a fuel island and parking lot extension, the overall need for these improvements is due to the transition to an electric-powered bus fleet. However, compressed natural gas-powered buses will be used as the fleet is converted.</p>	<p>Alex McKinley</p>	<p>Email</p>
<p>We need transport FROM & TO downtown Eagle Area.</p> <p>I'm only 48 w/rare brain & autoimmune diseases & trouble getting transport as local Senior/Disabled Van is overused by local ABLE BODIED seniors to get to non essential services- while I have to fight to get to essential medical services- not ok!</p> <p>(The organizers do their best- it isn't their fault- PRIORITY seating needs to be put in place until more options r available. Those able bodied & w/financial means should be using Uber & Lyft as well as drive themselves when they r perfectly capable!)</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616 (Eagle) Lisa Schweiter</p>	<p>Email</p>
<p>To whom it may concern Please vote YES on the proposed CNG fueling station. I can see it would result in greater efficiencies for the current bus system and hopefully the station will be accessible to the public. While few in number the closeness to the interstate would enhance the use of this under utilized cleaner air fuel Thank You</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83686 (Nampa) Hubert Osborne</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>To keep up with the explosive population growth in the Treasure Valley, the addition and expansion of public transportation in densely populated areas are crucial, in the form of public buses using compressed natural gasses, and the reinstatement of the light rail system.</p> <p>Bicycles or scooters made available in the Boise area are useful for those who are not impaired mobility-wise. Those who are mobility-impaired need other forms of transportation, such as accessible buses or vans.</p> <p>Expansion of roads is a temporary solution to explosive growth. More creative mass transit is needed to move more people into smaller geographical areas.</p> <p>Any questions or comments, please feel free to contact me via this email or phone</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Eagle) Fely A. Brooks</p>	<p align="center">Email</p>
<p>Hello, I support VRT applying for the competitive grant to make improvements to the compressed natural gas fueling system and the parking lot at the Orchard maintenance facility in the City of Boise.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">Caile Spear</p>	<p align="center">Email</p>
<p>Regional transportation</p> <p>I support the proposed TIP amendment to add a project for Valley Regional Transit for improvements to the compressed natural gas fueling system and the parking lot at the Orchard maintenance facility in the City of Boise.</p> <p>I also support the Come Together senecio. I am an Idaho native and have lived here the majority of my life, however I lived in Alexandria, Virginia for almost 6 years. I commuted to the Smithsonian via the metro system, and used public buses to travel about DC. The commute worked so well for me, and will work for the commuters of the Treasure Valley.</p> <p>The benefits of a Fully intagrated transit system include; speed, ease of use, avoiding traffic hassles, parking expense, better mental well being, and a bit of exercise to get to transit hubs.</p> <p>Of course the BIG WIN is reduction of greenhouse gases.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Caldwell) Carol Prentice</p>	<p align="center">Email</p>
<p>Thanks for pushing forward to electric vehicles. The amendment to update the fueling station for to help accomplish this goal seems a good idea.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Boise) Liz Vavricka</p>	<p align="center">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 (City) Name Affiliation	Format
I support any and all amendments or proposals that would expand and bring forward to next year any project that supports or enhances public transportation infrastructure.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	83703 (Boise) Gary Roeder	Email
Please built a freeway off and on-ramp on Middleton rd while there is still space... I would ease congestion on Karcher and Cleveland blvd	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.		Email

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Public Comments Received (Verbatim)

For amendments to:

Communities in Motion 2040 2.0 and

FY2021-2027 Regional Transportation Improvement Program

Public Comment Period: December 28, 2020 through January 11, 2021

Total number of comments received by COMPASS: 21

Topic: Five Mile Road Overpass, Boise, widen bridge with curb, gutter, sidewalks, and bike lanes

Outreach methods: Three 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 (City) Name Affiliation	Format
<p>Thank you for continuing to provide this kind of outreach.</p> <p>I very much appreciate that bike lanes are being considered for this overpass. As a bike commuter and a previous ad hoc member of the COMPASS planning efforts, I'm pretty aware of the biking facilities around town and also the areas for improvement for biking around the Valley. Clearly, the closer to Meridian biking gets the less accommodating the roadways are for biking. I'm very glad to see that planning for the future includes these types of considerations.</p> <p>By the way, I haven't been as involved in COMPASS as I previously was and would be interested in getting more involved again. I've done quite a bit of research on what types of bike safety recommendations have been developed and implemented around the US. My research is out of date but I would definitely update it if there was a way for me to be part of planning.</p> <p>My previous participation in COMPASS came as a member of the board for the Treasure Valley Cycling Association (TVCA). I'm no longer involved with them but I would still like to be a contributor to efforts like those of COMPASS.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>[Staff will follow up "off-line."]</p>	<p>Dan Morrow</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I'm supportive of replacing the Five Mile overpass. It's currently a bottleneck for automobile traffic and should be four lanes. It's also very dangerous for bicyclists and pedestrians. I assume you'll take care of that issue in the new design.</p>	<p>The concept level design for the Five Mile Overpass and roadway widening includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway.</p> <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Rick Just</p>	<p align="center">Email</p>
<p>Purchase lands now for a North and South of Boise highway. Down to Kuna and up to North Eagle. From Memory road to Middleton. Phoenix, Las Vegas, Denver all waited and paid premium prices for the real estate later.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>I'm all for it. That being said, not having an off-ramp availability between the flying Y and Eagle Rd. is severe traffic liability and feel the ability to create this on/off connection particularly going east to west is a huge long term liability for the amount of people that are expected to move to the Boise area in next 10 years and creating that ability at 5 mile seems logical. You can't do a full circular like 10 Mile – but simply having the ability long term is needed.</p> <p>In addition, another on/off between 10 mile and Garrity should also be addressed and a 4 lane highway either State St. or Chinden all the way to Middleton or Caldwell will be needed. Lastly a large circle loop/freeway from E. of Micron – Kuna – Caldwell(ish) circling south and west of valley where the growth is happening should be a long term strategy. It's not that far fetched for us to be the next Austin, TX – and they failed miserably at traffic....yet other larger cities who institute these "loops" have done a better job of weathering large traffic concerns.</p> <p>Now – who writes the check? To start – increase DMV car/truck registration fee's. I grew up in Cd'A and moved to Portland for college – and now I'm back in Boise. I feel we could easily "double" these fee's statewide and still be under the cost of what most states charge in vehicle fee's. A great way to make money statewide – and keep those funds in the counties where the vehicles are registered.</p> <p>Thanks.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">83642 (Meridian) Mike Kirby First Federal Bank</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I fully support going forward with the planning/studies for the Five Mile Road overpass at I-84.</p> <p>I am sure it will be designed, similar to the Cloverdale overpass, such that the abutments will allow for the future widening of I-84 to 5 lanes in each direction.</p>	<p>Yes, the concept level design is very similar to the Cloverdale Road Overpass with the intent to allow for future widening of I-84 underneath.</p> <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Mac</p>	<p align="center">Email</p>
<p>I am surprised that comments are not being captured directly from the website. May times citizens may be reluctant to comment if they are required to use their an e-mal address, not wanting to get added to some distribution list.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p align="center">Patrick Malloy</p>	<p align="center">Email</p>
<p>I am not in favor of the additional unfunded \$10.2 million for construction and \$2.6 million in designing the project. There must be another budget minded solution to this issue.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Philip Johnson</p>	<p align="center">Email</p>
<p>100 % support widening this overpass and adding pedestrian areas to cross. It is dangerous and traffic is getting heavy with this ***** of a mayor and the prior one building a **** ton (technical term for too many) of apartments out this way. Five mile needs to be widened to move people along across that bottleneck that currently exists.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>Hello and thank you for allowing us to comment on this project.</p> <p>I think it is a good idea to replace the overpass.</p> <p>I don't think Five Mile needs to be widened, we need to promote mass transit not more cars on the roads.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Caile Spear</p>	<p align="center">Email</p>
<p>I would like to personally go on record as being opposed to this project and concept unless and until it is expanded to include an interchange, complete with on and off ramps. Merely widening the overpass will not accommodate the growth that is currently being experienced in our region.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Kent Goldthorpe, President ACHD Board of Commissioners</p>	<p align="center">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 (City) Name Affiliation	Format
<p>Looks good from what I see.</p> <p>I'm sad there wasn't a COMPASS comment period for the Karcher, Middleton, Ustick and Linden overpass projects.</p> <p>If there was, I don't remember.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Regarding public comment opportunities on the other projects you mentioned...</p> <p>Public comment is requested each year (usually in August) on the entire transportation improvement program (budget). Individual projects typically only have their own unique comment periods if they are added or significantly changed mid-year.</p> <p>The Karcher Interchange project was added mid-year, so did have its own public comment period, which occurred in May 2016.</p> <p>Similarly, the environmental study (comparable to this study for Five-Mile) for the I-84, Karcher Interchange in Nampa to the City of Caldwell project was added mid-year, so had its own public comment period in summer 2017. Actual construction of the project was also added mid-year, with a comment period in January 2018. The Middleton, Ustick and Linden overpasses were part of this larger project, which was later broken into smaller projects and more detail was added as design occurred. Through that process, the Middleton and Ustick overpasses became discrete projects. The Linden overpass technically remains part of the larger widening project. These additional details were reflected in the annual update open for comment, but did not have their "own" separate public comment periods.</p>	<p>Mark</p>	<p>Email</p>
<p>I vote to create another East-West Freeway running from I-84 east, then west along the Terrace Front, north of the North End, through North Eagle and North Middleton to connect with I-84 north. That IMHO should be your #1 priority.</p> <p>I am not enthused about additional Bike Lanes running outbound from the downtown college.</p> <p>I am DEFINITELY NOT in favor of any light rail options ANYWHERE.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>John D. Fortier Middleton</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Hi, this piece of 5 mile Road is a real bottle neck on a busy artery. I can say that this really needs to be done. Thanks</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Susan Bradley</p>	<p>Email</p>
<p>I would like to put forth my support toward the amendment of the CIM 2040 2.0, adding 5 Mile overpass and a section 5 mile to the TIP. This is a hugely important area of improvement for pedestrian and bicycle movements. This overpass has no sidewalk or bike lane, no shoulder even, and it serves as an important connection to grocery, jobs, medical, and other services for the northern side of the current bridge. Given the future of 5 Mile road to the south of this project, and the widening that is coming, this project will be the necessary network connection in the regional bike and pedestrian movements.</p> <p>One item which was brought to my attention is the maintenance plan for this overpass, as well as so many other projects put forth by ITD/ACHD. It is my understanding that there is a deficit in the budget for ongoing facility maintenance, and that is concerning. Expansion should always be weighed against the long term care and keeping of the roadway system. I assume that this study will take into account all types of design, and will land on the most long term cost efficient and equitable project possible.</p> <p>Thank you for allowing public voice to this project!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83702 (Boise) Lisa Brady</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Thank you for the opportunity to comment on the Five Mile Overpass Project!</p> <p>Having worked as a Senior Right-of-Way Agent for the Idaho Transportation Department I understand the process.</p> <p>Having worked in civil engineering and construction also I understand obstacles.</p> <p>I am grateful to see the cooperative agreement between agencies and all that is necessary to widen Five Mile.</p> <p>Note 1. I earlier requested personnel to drive south on Five Mile Road from Franklin Rd. after dark being sure to go over the overpass as cars with headlights on are driving north on Five Mile.</p> <p>The southbound driver will experience headlights appearing to be approaching him from his own lane.</p> <p>As a R/W agent I looked around the area for a logical explanation for this alignment configuration (without bothering anyone for a public records request).</p> <p>A couple of guesses: a. At the corner of the storage units, near the freeway, which is north of I-84, there might be an irrigation system or other utility that may have not wanted to sign off on an air easement, b. I talked to former landowners who dealt with right-of-way in that area and perhaps, at the time, an agency could not obtain the land needed for a clean alignment.</p> <p>To wit: I am pleased to read the widening will happen. It would be fascinating to look at the original project plans and R/W notes.</p> <p>You are surely inundated with requests for road improvements. Best of luck to you. If I can be of assistance in any way I am more than happy to listen.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Jan Strough</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I believe replacing and widening the Five Mile Road Overpass over I-84 to 4 lanes is a valuable project and improves another important north-south corridor. However, I think the money can be better spent:</p> <ul style="list-style-type: none"> • Is the Five Mile Road Overpass currently a significant safety risk because of repair status? • Five mile is only 2-lane with a turn lane north of Ustick Road and not an efficient solution for a continuous north-south corridor all the way to Chinden Blvd. I believe that most important roadway investments need to efficiently connect south Boise and Meridian all the way to Chinden Blvd. (Hywy. 20/21). This is needed to keep traffic from diverting among alternate streets to find the fastest route connecting south of I-84 to Chinden Blvd. • Cloverdale Road already does provide a 4-lane with center turn lane all the way to Chinden Blvd. • The next overpass that would greatly relieve north/south commuting traffic congestion would be constructing a Linder Road Overpass over I-84. • I think the greatest valley need is enhancing east-west corridors to provide greater capacity for commuting traffic, (i.e., I-84 corridor, Chinden Blvd., and State Street). • I would much rather see this proposed \$2.6 million earmarked and set aside to develop and start a high-capacity east/west rail solution. <p>***</p> <p>This is the pertinent information I was seeking.</p> <p>You all have expert knowledge that I do not have. I would consider that "fair" condition means there is not an urgent roadway/bridge security issue. The lack of dedicated pedestrian and bicycle facilities is more complicated. I will have to observe again when I cross the overpass. While definitely not ideal, is there not a road shoulder on the overpass that is currently used. If that is the case, my position is that construction of a new Linder Road overpass would be of much greater value to our communities and do more to ease traffic congestion and pressure.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>The current overpass was built in 1966 and is considered in "fair" condition. It does not have dedicated pedestrian and bicycle facilities, so a new overpass will provide a much safer facility for those users and is anticipated to function better for all users.</p>	<p align="center">83713 (Boise) Michael (Mick) D. Armstrong, Jr, CPA, CGMA Idaho State Board of Accountancy, Meridian Chamber of Commerce, Boise Rescue Mission Ministries</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I wished to comment regarding my support for expanded bicycle and sidewalks along 5 mile, and hopefully along all roads in the valley eventually. Walkable neighborhoods and communities have become more desirable over the years, and have had positive impacts on home values for any home I've owned. Personally, I'd love to take a bike shopping trip during the summer instead of driving. It'll be good for both the environment and my waistline!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kyle Farley</p>	<p>Email</p>
<p>These comments are regarding the project to plan for the Replacement of the Five Mile Bridge over I-84 and the Widening of Five Mile from Smoke Ranch Rd. to the south side of the Franklin Rd. intersection.</p> <p>This project has been extremely needed for the last ten years! I am shocked to find that planning has not even started! The current two lane bridge is completely inadequate and could be completely blocked by a single accident, which is very likely when the bridge is icy.</p> <p>The replacement bridge needs to be at least four lanes wide. It needs to have wide sidewalks on both sides of the bridge. The approaches to the bridge need to be at least four lanes wide. The current bridge is totally inadequate for emergency vehicle use, especially by Fire Trucks!</p> <p>I think this is the most urgent project in all of Ada County! It should be completed by 2022 if at all possible.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Elizabeth Brigante</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 (City) Name Affiliation	Format
See attached letter.	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>We maintain an email list for direct contact for public comment opportunities. Please let us know if you would like to be added to that list for direct notification in the future. In addition, we post information about public comment in the Idaho Statesman and Idaho Press, and on COMPASS' social media sites.</p> <p>This public comment opportunity is just a first step, to add a study to the budget. Once the study begins, there will be multiple opportunities to be involved through the Ada County Highway District (ACHD) and Idaho Transportation Department. Information on the project, and how to be involved, will be available here: http://www.achdidaho.org/Projects/projects.aspx</p> <p>We reached out to ACHD for answers to your cost questions. Their response is below:</p> <p><i>ACHD has been planning a 5-lane Five Mile Road between Overland and Franklin. It has been included in our Capital Improvements Plan since 1992. ITD has jurisdiction over the interstate including the Five Mile Road overpass. ACHD can't design and build the overpass, ITD must design and build the overpass. We will be involved with improvements leading up to the overpass.</i></p> <p><i>The cost estimate for this project is a planning level estimate. Right-of-Way impacts, irrigation crossings, and other specific project elements differ between Cloverdale and Five Mile. In addition, Five Mile is being prepared as a Federal Aid project which has more requirements including a full environmental review. Costs also increase over time due to inflation and increased construction costs.</i></p>	David Palumbo	Letter via Email
I highly support the replacement and widening of the five mile overpass. It is very important as it would be the final bridge on I-84 to upgrade in Boise, and it would provide the space under the bridge for a HOV lane which is very important.	Thank you for your comments; they will be shared with the COMPASS Board of Directors		Email
See attached letter.	Thank you for your comments; they will be shared with the COMPASS Board of Directors	Ralph Mellin	Letter via Email

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ttisdale@compassidaho.org

January 11, 2021

RE: Compass Amendment #3; Communities in Motion 2040 2.0; Five Mile Road Overpass and Widening, NEPA, Boise

I have lived south of I-84 off Five Mile Road (5MR) for over 40 years. I have traveled over the interstate uncountable times at a multi-variety of times over those years.

I am greatly surprised the replacement of the Five Mile Road Overpass is not further along in the planning process. With the extensive residential and commercial real estate development south of the interstate between Meridian Road and Curtis Road, I would believe the priority of the subject project planning and construction would be much higher on the planned transportation construction timeline. Do you know how many living units are approved and planned for the cited area?

Prior to the current Covid situation, the traffic on Five Mile Road, Cloverdale Road and Maple Grove Road was very busy. During morning and evening commute times, autos were stopped behind traffic lights for half a mile or more. Funneling that traffic through the Five Mile Road overpass can be an interesting opportunity for defensive driving. Especially, given the fact drivers in the right hand merge lane, in front of the post office, believe they have the right of way! I also believe the living unit development at the SW corner of 5MR & I-84 to be very dangerous opportunity for accident.

With the current Covid situation, traffic has been reduced to below the most recent traffic counts I have read. These counts were apparently taken during the summer of 2018 and 2019 and dishonestly utilized as traffic statistics for approval of real estate projects south of the interstate. Dishonest because “+/- half” the population of those who utilize Five Mile Road were on vacation.

Therefore, please do the the project planning that should have been completed years ago. Please schedule the completion of the project for sooner than “as soon as possible.” I find it discouraging that Compass and Ada County Highway District do not have the authority to require the area cities and Ada County to delay planned residential and commercial projects until the transportation and other required infrastructure has been properly completed to best serve all the people (the primary source of funding for both ACHD and Compass) impacted by those development activities.

I do not have much experience in budgeting the planning or construction of road/overpass projects. The \$2.6 million dollar estimate appears excessive given you recently completed the overpass on Cloverdale Road. There should be considerable cost savings by utilizing the plans for that project. The end result would be similar. Do you utilize David Bacon Wage Rates for the project planning process? The estimate for the construction portion also appears to be excessive. Is this due to Davis Bacon Wage Rates or there are not adequate competitive companies (who may take turns low bidding projects) to work on these type of road work or some other reasons? With the current unemployment rates in and around Idaho, there should be plenty of potential workers willing to work for less than the inflated and unnecessary David Bacon Wage Rates.

Lastly, today, I just learned of this request for comments on this specific project as today being the deadline for these comments. Please communicate why I and my many neighbors were not notified in writing in a more timely fashion.

Thank you and Peace,
David E. Palumbo

COMMENTS ON ADMENDMENTS TO CIM 2040 2.0 AND FY 2021 – 2027 TIP
By Mellin Properties Limited Partnership on January 11, 2021

We support the proposed amendments to the above CIM and TIP to add an item for the replacement of the Five Mile Road overpass and to widen Five Mile Road.

NEED. This section of road improvement is long overdue in this increased use area of the western portion of the City of Boise and the eastern portion of the City of Meridian. This overpass is seemingly the last one-mile section-line road to not to be replaced from the original construction of I-84 about 60 years ago in the early 1960s in Ada County. That is when the population of this part of the county was very much less.

This somewhat narrow two-lane overpass is certainly quite dangerous for pedestrians and bicyclists that use it to cross I-84 from the suburban shopping centers located ½ mile and 1 ½ mile on either side of it.

In addition, the congestion in this two-lane, one-mile road is such that traffic generally flows continuously at a slightly reduced rate during its daily high-use time. However, adjacent subdivision traffic attempting to access Five Mile Road during these times is forced into a dangerous situation. There are generally no merge lanes from these side road or businesses. Even if available, a merger would generally have to force a break in traffic to gain access to the main single traffic lane. Also during lengthening high use times, southbound traffic on Five Mile Road at the Franklin Road traffic light back up for several blocks as they are forced from two lanes into a single lane. So in summary, a four to five lane road is sorely needed in this last main section line road crossing of the interstate without four or five lanes in Ada County.

DESIGN CONSITERATIONS. Now when design discussion is undertaken, it is strongly encouraged that the elected decision makers look seriously to encourage an interchange be placed at this two-mile interval from the adjacent interchanges so that we do not continue to have four miles between interchanges in this fast growing area of the western portion of Boise and eastern portion of Meridian. The congestion at the Eagle Road Interchange and connecting roadways are becoming a significant problem. A significant amount of this congestion can be relieved by letting some of the traffic off and on at their closer desired entrance/exit point in this four mile area.

Now, of course, any such interchange design must be made so the east-bound on ramp does not allow but blocks entering traffic from immediately doing left lane changes to enter the I-184 connector to downtown Boise because of the danger of such a three-lane lane change. Those desired users would continue to use their current traffic routes.

IN SUMMARY. It seems it is significantly past the timely time to improve the above noted roadway. And even with the current addition to the noted plan, several more years still will be needed to design and construct such a needed road improvement.

Public Comments Received (Verbatim)

**For amendments to:
Communities in Motion 2040 2.0 and
FY2021-2027 Regional Transportation Improvement Program**

Public Comment Period: February 8-22, 2021
Total number of comments received by COMPASS: 6

Topic: To widen the westbound Interstate 84 off-ramp at State Highway 44 (Exit 25), just west of the City of Caldwell, install traffic signal and improve sight distance

Outreach methods: Three email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

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 (City) Name Affiliation	Format
<p>Can we see a drawing of the proposed widening, stop light, etc for the Middleton exit of I84. I worry a stoplight will just back traffic up further on I84, unless there is a new lane installed specifically for the exit by widening the existing I84 to accommodate an additional lane. That exit is already a backup onto I84 at 5pm.</p> <p>Also, I am curious if there is a proposed stoplight at the intersection of Hwy 44 and Emmett Road?</p>	<p>Thank you for taking the time to comment! We will share your comments with the COMPASS Board of Directors and the Idaho Transportation Department (ITD).</p> <p>Please see the information posted on the COMPASS website: https://www.compassidaho.org/documents/prod_serv/trans/FY21/1%20Amend4_public.pdf. (It is also attached for your convenience.) This information provides details, including a conceptual drawing of proposed improvements.</p> <p>There is currently not a stoplight planned at the intersection of SH-44 and Emmett Road.</p> <p>We look forward to receiving any additional comments you may have.</p>	Frances Gale	Email
<p>I think this is a good addition to the TIP.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	Susan Bradley Technical Records Specialist I	Email

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Thank you for the opportunity to comment on the CIM 2040 2.0 proposed amendment to include Interstate 84 off-ramp at State Highway 44 (State Street) (Exit 25). This off-ramp regularly backs up traffic on to the westbound lanes of I-84 at peak hour, creating an unsafe condition, especially for unfamiliar drivers who don't use the Interstate shoulder for storage. The District recognizes ITD's efforts to improvement the situation by providing a speed limit reduction on I-84 at this locatin and providing reconfigured lanes at the intersection as a temporary measure. The signal and additionl lane proposed will help to improve this situation. Canyon Highway District No. 4 supports this proposed mendment. The District would like to stress that the Old Hwy 30 & SH 44 intersection is also in need of improvements to address capacity issues and has a significant crash history. We would urge ITD to evaluate the proposed traffic signal at the I-84 off-ramp to assure that it does not further degrade the traffic operations and safety of the Old Hwy 30 & SH 44 intersection and encourage this intersection also be considered for improvements in the near future.</p>	<p>Thank you for sharing your comments and concerns; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	<p>Tim Richard Director Canyon Highway District No. 4</p>	<p>Email</p>
<p>Given the cost and in my opinion what is proposed will do little to improve traffic flow I would recommend a roundabout at the intersection where traffic meets the hiway to Middleton. Even with a traffic light a left turn at the intersection could be very dangerous</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	<p>Hubert Osborne Nampa</p>	<p>Email</p>
<p>The most important project in the Treasure Valley is the completion of highway 16. It is the only project which has the potential to relieve widespread congestion across routes. Continuing to disperse hundreds of thousands of dollars in monies for lessor projects delays the real fix.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	<p>Fred Hoadley Nampa</p>	<p>Email</p>
<p>The Project proposed to make improvements to Exit 25 from I84 in the Caldwell area would be very helpful. The sooner it could be done the better! It would not be costly and by improving drivers vision as they exit, it would make both the Freeway and the exit safer for everyone.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and ITD District 3 staff.</p>	<p>Betty Brigante</p>	<p>Email</p>

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Public Comments Received (Verbatim)

For amendments to:

***Communities in Motion 2040 2.0* and**

FY2021-2027 Regional Transportation Improvement Program

Public Comment Period: March 24 through April 7, 2021

Total number of comments received by COMPASS: 40

The Idaho Transportation Department (ITD) also received comments directly. Comments received by ITD during the COMPASS comment period are also shared for consideration by the COMPASS Board of Directors.

Total number of comments received by ITD: 10

Topic: Add two projects for Valley Regional Transit and change scope of work on the State Highway 44 (State Street) and State Highway 55 (Eagle Road) intersection in the City of Eagle from a half Continuous Flow Intersection to a traditional intersection

Outreach methods: 3 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 (City) Name Affiliation	Format
I think a transportation service to all of the major city centers in the treasure valley to include the BOI airport would be a great way to use taxpayer money. This would allow for greater use of public infrastructure, local amenities, and makes travel from out of state more accessible which in turn can allow for more money to enter the valley. This also allows under privileged families or individuals to travel with ease, still allowing money and capital to be better spent on local shops, small business, and within the valley. All in all I think public transportation infrastructure would be a great fiscal and public benefit to the treasure valley and all its visitors.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Bryce W.	Email
The removal of the CFI from the plan seems like a lost opportunity to take a progressive measure before the problem gets more severe and less manageable.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	M. Rea	Email

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I am absolutely on board with fixing our highways and streets for sure and making our transportation in our valley better. I think staying ahead of the trends makes all the difference in the world. However! I do believe the highway between State Street and Emmett needs to be better. People die on that highway, Car crashes happen all the time it needs to be four lanes for the most of it out there. If we can have five Lanes going to Kuna which literally goes nowhere then we should be able to have five Lanes going to Emmett which goes north to Council, Cascade, Payette! So it only makes sense to have a bigger highway to handle more traffic out there. That would be my thoughts on all of this is to please expand the Emmett highway.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>		<p align="center">Email</p>
<p>The following email was sent to various parties within ITD as well as the state government. While I did receive a phone call from ITD's Community Outreach? department, my opinion as indicated below has not changed. The fact that the Project had already started, the fact that there are new people in positions of power that were not there when the CFI plan was selected is and should be irrelevant. I was also informed that the City of Eagle was not even included as a party in the discussion as to whether or not to cancel the CFI design, nor were numerous parties in upper management within ITD. Lastly, as indicated in my email, the public has a right to know who made that call.</p> <p>“Apparently, someone has decided to cave to recent complaints regarding the proposed CFI at State Street and Eagle Road. I could make a pretty safe bet that most complainants have never been on a CFI, but being fabulous armchair quarterbacks, backseat drivers or whatever other term you might choose, they have more expertise than those who design and facilitate our roadways. They have all had ample opportunity to air their grievances prior to the implementation of this RIGHT OF WAY project! At this point, substantial money has gone into research, traffic studies, design, property acquisition, implementation, and pre-construction. So, the State should just toss away 7 MILLION dollars give or take for redesign, paying of the current construction contract, etc. because somebody thinks they have a better idea of what is best for that intersection? And just who was it that made that call??? Apparently, it seems to be a secret as to who is responsible (not even RIGHT OF WAY personnel at ITD know) which oozes of caving politicians or</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Cindy Schechter</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>those within ITD with political ambitions! I want to know who made that call because I am going to work on making sure they do NOT get elected again. It is their primary responsibility to utilize State money (which we pay for) in a balanced fashion.....not just squander it because you can't take the pressure and think you that it might affect you politically. If that is your stance you have NO right to be in that position in the first place. There are many traffic issues in Idaho and \$7,000,000 would go a long way to finance other needed projects. Not any less important is the fact that it sets a really bad precedent! One that could have horrible implications for all transportation departments throughout the state – cities, counties, etc. No project decision will again be safe from opposition, even after spending enormous amounts of money and time to design, hold public hearings and acquire necessary properties. We all want to know who is responsible for this terrible and wasteful decision! It is our right to know!"</p>			
<p>What we need in treasure valley now. Mass light rail, like what Portland Oregon and Salt Lake City Utah has now. We used to live in Salt Lake area for ten years and we used the light rail system all the time going to large events such a Bee's baseball games, football games at Univ of Utah, Jazz basketball games and concerts. The Portland light rail is nice because we can stay at less expensive hotel on out skirts of town and take the train into town down. Now is time to start grabbing the land and right always needed for light rail. Like to also see interstate-84 expanded to at least 3-4 lanes in each direction all the way past the Param/Notus HWY-20-26 exit. You may also want to think about another interstate HWY that goes around the city, like 205 in Portland or 215 in Salt Lake does. Anyway, wish you best in getting these projects going. We look forward to riding the rails from Nampa to BSU football games in the future.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">Don Benson</p>	<p align="center">Email</p>
<p>I grew up in San Diego California and as a kid my mom and I used the bus system daily. It was great, one of the best. Then they got the trolley. Fantastic! The trolley system is so good there. It has been expanded over the years to go many places in the county. Well worth looking into. I would use it if we had it here!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p align="center">Email</p>
<p>I support the amendments outlined in the link below. https://www.compassidaho.org/documents/prodserv/trans/FY21/1Amend4_Public.pdf</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p align="center">Bob Taunton President, Taunton Group, LLC</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I highly oppose high capacity transit in this valley. I grew up in the Portland area and have seen first hand what this type of transportation does to a community. I understand the need some have to get from place to place, but what I have experienced is individuals using these modes of transportation (light rail specifically) for free rides, a place to sleep, Etc. All my experience has taught me is that these types of transit options more easily bring crime and are aesthetically unappealing. This valley needs to stay special, not end up looking like Portland or Salt Lake. I DO NOT want my tax dollars wasted on such a project.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Becky Woolley</p>	<p>Email</p>
<p>I am hoping that these projects will assist the transition from all automobile transportation to a more social form of transportation. A form of transportation where most folks will use the bus or train like much of the east coast does.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83704 (Boise) Joe Gallagher</p>	<p>Email</p>
<p>I'm in favor of proceeding with the State Street Corridor Plan, as long as it specifically includes pull-outs for all bus stops. I seem to recall there was talk about when the 3rd lanes were to be added to State Street, that the buses would stop for loading in that 3rd lane, thereby blocking all other traffic. I am totally against this. Is there a plan for holding COMPASS meetings in person again?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>COMPASS Board and committee meetings are currently open to the general public subject to physical distancing. The public is requested to let us know if they plan on attending and are requested to wear a mask. The public can also watch the meetings live via COMPASS' various social media platforms (i.e., Facebook, Instagram, etc). We will resume in person meetings with the option of Board and Committee members to participate virtually once the Governor moves the state to Stage 5. We are currently in Stage 3.</p>	<p>Mac</p>	<p>Email</p>
<p>The state street corridor for Valley Ride is terrible idea and bad plan in my opinion. Else your widening State Street from the beginning to the end of public transportation, so valley ride may have their own lane with covered / heated/ with actual pickup times and drop off times it will never work for majority of workers . It's always needs to run 7 days a week and 24 hrs a day for at least some routes . It's time we as a Society get out of thinking the Treasure Valley isn't ready for real access public transportation that won't block traffic that needs to get to our main northbound route 55. I'm tried of stop and go /stop lights that aren't synchronized. Most importantly we as a community need some type of train transportation between Caldwell and Boise . Then the same maybe from Star to Boise . Stop saying we as a State aren't ready for 21 century public transportation. I'm sick of North</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83709 (Boise) Robert Clark</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>End running our city and city council. It's time for real term limits on all boards and politicians in Idaho .</p>			
<p>I agree with and support the amendment to the FY2021-2027 TIP in order to significantly change the scope of work of an Idaho Transportation Department project on intersection improvements at State Highway 44 (State Street) and State Highway 55 (Eagle Road) in the City of Eagle from a half Continuous Flow Intersection to a traditional intersection configuration.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">83616 (Eagle) Melanie Johnson</p>	<p align="center">Email</p>
<p>Thank you for the opportunity to comment on the proposed plans. Anything that could be done to improve mass transit in the Treasure Valley has my support, especially the proposed improvement to the State Street corridor. I say go for it! I was disappointed to hear that ITD had decided to revert to the a traditional intersection configuration for the Eagle Rd and State Street intersection. In what form and quantity did the pressure come that caused this change in plan; political, few influential Eagle residents afraid of change? I've been extremely impressed with bold, creative plans for traffic flow projects that have recently been completed. They have been different, with plenty of doubters, but appear to be a great success. The ThrU-Turn intersection and Veterans Parkway and State Street and the interchange at Broadway and I84 are examples. We need new creative solutions, not just more of the same just bigger. Stick with the original solution for Eagle Road and State Street. Those who are afraid of change would have us still use horse and buggies.</p> <p>***</p> <p>I really appreciate you getting back to me. ITD's response did help, but I'm having a hard time wrapping my head around what "contextual sensitivity" means, as used in their writing. Any suggestions? Thank you for your work.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>Regarding your question about the reason for the change, we requested a response from ITD, which is included below:</p> <p>It would be unfair to categorize the motivation behind the change as "pressure." Rather, ITD took another look at the design and the specific context of where it would be and decided the Continuous Flow design was not the best fit. The engineering remains valid, in terms of efficiency and cost/benefit. But with another look at the contextual sensitivity, it was determined a wider, traditional intersection – which still achieves significant benefit – was more appropriate.</p> <p>***</p> <p>Please see additional response from ITD regarding "contextual sensitivity." Contextual sensitivity is where the science and art of transportation engineering meet. It's the consideration of things like local aesthetic, other improvement options, stakeholder demographics, driver expectation and adoption of new traffic maneuvers. I'll use the example of flashing yellow arrows (FYA) for left turns. We recently decided to restrict the use of FYA after several crashes occurred on this stretch of Highway 44. This was not a straight-forward decision. Based on the engineering, those FYA were perfectly safe. They were in locations where people had plenty of site distance to see oncoming traffic, for instance. But people were failing to properly use them enough that we decided it was better to restrict them.</p>	<p align="center">83714 Chris O'Brien</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
	<p>The decision to change from a CFI to a traditional intersection is in that vein. With some fresh perspective, it was decided the risk of wrong-way driving at the displaced left turns was reasonably high. It is also the only CFI in the corridor, which means people may not expect to see it. A surprised driver is one more likely to make dangerous maneuvers (think of the person who swerves over three lanes on the Interstate to make their exit they weren't ready for). I hope that helps clarify the rationale for the decision.</p> <p>Thank you for taking the time to comment!</p>		
<p>I would like to see a new East-West Trending Freeway north of the Boise River along the break-in-slope between the Boise River Floodplain and the Pleistocene River Terraces. This Freeway would start East of Boise near the Highway 21/I-84 Interchange, and travel westward North of Downtown Boise, the North End, Eagle, Star and Middleton. It would then connect into I-84 North near the Highway 44/I-84 Interchange near Middleton. I am also NOT in favor of any light rail system. I am in favor of a regional bus system. Thank you for listening.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">83644 (Middleton) John D. Fortier</p>	<p align="center">Email</p>
<p>(regarding the Five Mile Overpass) The overpass should only be expanded if it includes an additional on and off ramp onto I-84. There is entirely too much traffic on at the Eagle Road interchange and it does not need to be that way. Thank you.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>		<p align="center">Email</p>
<p>Stop this constant push for light rail. Don't you realize that light rail is just a racist attempt to get low income minorities, in Idaho, this means Hispanics, to underpaid jobs in the more affluent business areas so they can do the grunt work in the convention and hospitality industry and other low pay jobs? Rather than pay them a wage worthy of funding their own commute, you make taxpayers pay for expensive fixed guideway transportation systems that require continued taxpayer subsidies. Any public -transportation system should be required to be self-funding. Taxpayers are taxed out. Instead, encourage business development away from downtown Boise and closer to residential areas. The real estate developer can make money developing other areas.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Meridian) Mark</p>	<p align="center">Email</p>
<p>(regarding transit) It looks wonderful and I hope to get it continued to work towards a route from eagle to kuna and a redoing of the train across treasure valley and a way to have it run more regularly given covid-19 and not most people doing the bus however that will take some time</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">Ian Bott</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I'm 48 & disabled. Please consider ramping up bus access to & from downtown Eagle. There is a disproportionately large group of people (young & older disabled & teens) that would REGULARLY access a bus system if available to them. Also please consider ADA compliant improvements to sidewalks to/from all bus access points- such that it's more realistic for scooters & bikes to get to/from the bus pickup/drop off & bk hm. I'm dual insured (Medicare & Medicaid) my own car (but can't drive it myself) & qualify for caregiver (but hardly hsrve 1 due to severe shortage & they don't want to drive anywhere) I have additional insur policy & still have very very limited true transport options- as almost no errand (including Dr appts) can a person gain a 3+ minimum BUSINESS day notice to use any transport system- many many many more people could be working &/or volunteering if they had access to same day transport. Thank u for your time. (Disabled financial planner- excuse typos per brain disease.)</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Lisa A Schweiter</p>	<p>Email</p>
<p>I have a special needs daughter who lives in Boise and uses the busses, longer hours if possible so she can use them in the evening, and more frequent time runs so the wait isn't too long. It's a great service! Thank you!</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p>Email</p>
<p>I do not have any input on which of the options I recommend or why. But, having seen these discussions unfold over many years in medium and large cities, I offer the advice to "always go big" because, especially in a growing environment like Ada county is in, having good transit is critical. It supports the growing community, makes life better for those who are not happy with the population growth, and is basic to a good local economy. These are things that we all want no matter what political side or personal preference we have. Hope this helps.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>Paul Moller</p>	<p>Email</p>
<p>I am in favor of light rail in the middle or on the side of the interstate between Boise and Caldwell. It would be awesome on so many levels, especially if bus stops were at light rail stops, so short interior journeys could be made by passengers using the bus. I so hope this happens.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>83631 (Boise) B A McClain</p>	<p>Email</p>
<p>I am opposed to the State of Idaho spending and wasting money on public transportation in the City of Boise! I support the other two amendments. They are not a waste of money. Public transportation is never affordable and will never pay for itself. It is a drain on all citizens of the state. If Boise wants public transportation then they, the citizens of Boise, should pay for it. Not all the other citizens of the state.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>There's only one possible future for the public transportation method and volume. That is its increase in various current abilities.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p align="center">Email</p>
<p>I 100% support expanding public transportation. We need it SO badly. I know people in Star, for example, that need out patient rehab in Ada County. Anything closer, such as Eagle, would make it easier on the person recovering and the family and friends supporting them. I have a disability. I may not be able to drive for much longer. I would also like to lose the expense and pollution of a car. I do live in Ada County. Pretty close to downtown Boise. I'm lucky because I am near several bus stops. However there is always room to improve. It would be great if I could (and users) be educated on how to get from point A- Point B via bus. I have no idea how it works.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">Katy Costa</p>	<p align="center">Email</p>
<p>I think having a system like Denver's light rail would be a great idea for the Boise area.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p align="center">Email</p>
<p>Dear Sir, I see our busses are rarely filled and notice the same observations in most cities. Which gives the appearance buses are a poor use of taxpayer dollars in every community, with possible exception of high density cities like New York or Chicago. The hey day of trains and busses ended shortly after WWII, replaced by improved road infrastructure, vehicle dependability and commercial aviation modes of travel. I've studied bus and train modes of travel and observed 100% of the community pays taxes to finance systems which never run profitability and only attracts 2% or less of a local populations use! I read an article in the statesman in February 2017 essentially telling us taxpayers we should pay more taxes to create a better bus system for the less than 2% of our population to use in SW Idaho! A somewhat offending article which never addressed how to wisely use rather than waste taxpayer dollars. I responded to that article; we should shut down our bus system and with the massive savings realized issue travel vouchers to the under 2% who truly need transportation assistance for use with local taxi cabs. Cabs already run 24/7 and improve public safety by taking customers door to door, which systems based upon predetermined routes cannot compete with. Shutting down our community bus system would save millions, while still insuring those in need obtain a safer door to door commute. Further, route systems are highly inefficient to the high demand schedules of the remaining</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">(Boise) Ron Dale</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>98+% of our population, hence it's cheaper when time savings are factored in to use ones own personal vehicles. Therefore expanding transportation systems of buses or trains becomes a terrible waste of taxpayer dollars ultimately destroying community affordability like that which has occurred in Portland Oregon where until 8 years ago we lived. During the years of 2008 to 2013, I observed a paradigm shift occurring. In those years my customers started taking other jobs after retiring because runaway taxes destroyed their retirements incomes. Let's not let the same bad management decisions destroy our livability here in Idaho. Oh these inadequate transportation systems are always passed off as a method of reducing traffic congestion. Another lie, because 98% of our population will continue to use their own cars. Portland, OR (and other cities) have a massive traffic problem every day, not solved with the use of trains or busses. Here in SW Idaho close our 'on ramps' out to around Nampa forcing local traffic to use our surface streets, reducing freeway congestion to all traveling greater distances. Stop Crime from expanding radically in our communities by not bringing trains here, and replace our inefficient bus system with taxi cabs. Save millions in tax payer dollars while significantly improving citizen user safety and community affordability.</p> <p>***</p> <p>I responded earlier, but received another invitation to do so again. The following clarifies better my earlier response and thank you for this opportunity to respond with clarification. As for traffic projects to improve traffic flow, all look excellent and I believe will benefit our community directly. However trains and busses I disagree with for the following reasons:</p>  <p>I see our busses are rarely filled (as Valley Regional Transit's website picture confirms) and I notice the same in most cities. Which gives the appearance buses represent a very poor use of taxpayer dollars in every community, with possible exception in high-density cities like New York and Chicago.</p>	<p>***</p> <p>Thank you! We included the new information in your comment to the COMPASS Board of Directors and Valley Regional Transit.</p>		
<p>Road widening HAS to be the top priority. Hwy 44 between linder and Hwy 16 needs to be #1! Hwy 55 from Nampa to sunny slope #2. Chinden sb 4 lanes out to caldwell. Stop doing needless intersection changes!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>(Middleton) Steve Flora</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Glad to see the amendment for VRT as it will be an important long term community investment. Hopefully after enough enhancements to public transit, we'll need less highway construction projects.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">Jordan Engstrom</p>	<p align="center">Email</p>
<p>I think its fair to say that people, on the whole, are resistant to change. They are worried they won't know how to navigate through the continuous flow intersection and instead of opting for something new that would work more efficiently, people pitched a fit to cover their insecurity. Maybe take a tiny fraction of the amount that a redesign will cost and invest that in education. People will adjust. State Street and Veteran's Memorial Parkway is a perfect example. People didn't feel confident that they would be able to navigate the thru-U intersection and resisted passionately..... until after construction when traffic from that intersection was no longer backed up to Lake Harbor or on a slow day, Collister and suddenly they had a shorter drive to work because traffic kept moving. The excuse "that's how we've always done it" is not sufficient to justify spending a significant amount of taxpayer dollars on a facility that will be obsolete and reach failure much sooner. Don't waste taxpayer dollars on redesign simply to stay with the familiar and avoid the insecurities of those who are stuck in old ways of doing things.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">Becca Randall</p>	<p align="center">Email</p>
<p>I just wanted to send you my comment. I agree with the amendments to CIM 2040. I am very glad that they are going to do a traditional intersection configuration at the State Highway 44 and 55 intersection. I don't like the half Continuous Flow Intersection, I don't think they do enough to offset the hassle of it.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">83709 (Boise) Susan Bradley Technical Records Specialist Idaho Commission on Aging</p>	<p align="center">Email</p>
<p>Please use buses instead of dedicated rail. Cheaper, and more flexible. It uses roads instead of having to get right of way land. Don't spend so much for landscaping and then there is no money to keep it up. Educate drivers on common rules of road. Glad they changed the CFI to a regular one, that one was going to be very confusing to motorists.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">Gary Gray</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>An amendment to the 2021-2027 TIP is needed to change plans for the intersection of State Highway 44 (State Street) and State Highway 55 (Eagle Road) in the City of Eagle from a half Continuous Flow Intersection to a traditional intersection configuration. The traditional intersection configuration has been favored by those who use that area frequently, and will better serve everyone using that intersection. I request that this change be made.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">83704 (Boise) Elizabeth Brigante</p>	<p align="center">Email</p>
<p>I have had the pleasure of living in many places in this beautiful country and here is my 2 cents.... Highway 55 and 16 MUST be extended to meet I-84! I REALIZE 16 is probably cheaper but it must be a done ASAP! All these new developments being built without the builders being responsible for widening the roads is a HUGE mistake.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>		<p align="center">Email</p>
<p>I have biked and or bused to work for the last 20 years. It is cheaper for me to use bus transportation than it is to own a car. That being said, I have also used bus and rail transportation in other states. All have had systems that had busses or trains running every 15 minutes to half an hour. Most had a system that had ridership till 10pm. You can't build a ridership if you don't have a system that is useful to the average consumer. We have a great downtown hub that is not being utilized by people. As far as I know the only route that has a lower wait time is the State Street route. I know ridership is down due to covid, but it is my hope that we can have a better bus system in the near future.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">Kim Gibbons</p>	<p align="center">Email</p>
<p>Changes to regional valley transit will be of no use, unless bus stops/pick-up points are located where residents can actually get to the bus. For Meridian, a bus stop is needed at either Cherry Lane/Ten Mile or at Ustick/Ten Mile. Another pick up point, for residential passengers, should be at Franklin Road and Locust Grove.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p align="center">Email</p>
<p>I've been thinking about the proposed Transportation Projects. Have also been using the portion of I-84 Between Nampa and Ten Mile Road daily (which is probably a good sampling of all Boise Area I-84). And I have lived in several communities that have seen lots of growth, most notably Reno, Nevada. Seems you folks should develop some supportable perspective on how to make additional incoming/out going paths into the whole Boise Area both going East/West & North/South. Seems there is only one main incoming/outgoing path - I-84 which in the last say 6 months seems to be getting some serious heavy traffic!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>To view the full list of regional projects, please see our FY2021-2027 Regional Transportation Improvement Program (TIP), here: https://www.compassidaho.org/prodserv/transimprovement.htm#FY2021</p> <p><i>Communities in Motion 2040 2.0</i> is the region's long-range transportation plan, which includes the list of transportation improvements for the long-term, as well as</p>	<p align="center">(Meridian) Alan Unterreiner</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I do not see any, MAJOR address, to this issue in your proposed Projects, or I probably missed them due to my inexperience with all major Boise Area road ways. With the continued extraordinary growth in Boise Area major incoming/outgoing paths or some sort of equivalents need to be implemented - the sooner the better! I do not see these ideas floating anywhere - maybe due to cost increases if they are made public? But Growth is a major issue and how to handle additional traffic aggressively now is a must to avoid future major congestion, I just do not see your address to this issue, or even any hint of an address to it. Not trying to be harsh or disrespectful or complaining, just very concerned because there are some major traffic issues now.</p>	<p>needs we know we have that are currently considered unfunded. You can find the on-line plan here: https://compassidaho.org/CIM2040-2.0/</p>		
<p>Thank you for the opportunity to review the hard fought transportation plan. I can only suggest a development moratorium if congestion cannot be curbed by these projects in a timely manner.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">(Wilder) Keri Gibbs</p>	<p align="center">Email</p>
<p>I have to ask that you consider the impacts to parallel streets when the improvements are made to State Street. Vehicular traffic will be forced on to streets such as Hill Road; Fairview Avenue; Chinden Blvd; Victory Road; and probably others. The problem is that with no reduction in total motor vehicles, changes to one street will not result in safety and less danger on other streets. The system as a whole has to be considered. Begin by reducing the total amount of traffic through alternatives and penalties (like a mileage use tax). Improving State Street is like squeezing a tub of toothpaste with the lid still on it. The seam at the bottom will rip and toothpaste will come out the seam. Same for traffic.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">83704 (Boise) Joe Gallagher</p>	<p align="center">Email</p>
<p>After reading about plans and being very much in favor to construct a CFI at Hi 55 and Eagle Rd., I later read ITD plans to modify the intersection to a less than optimum standard Left Turn type intersection. My concern is public input from the "resistant to change" population has been overheard, overly influenced and caused the sub-optimum change. I encourage you to stop the construction, get better public input, and hopefully, switch to the original CFI plan. We already have too many traffic jams in this valley; many caused by poor decisions years ago and made by ITD and ACHD. It is very disappointing to hear what I perceive bowing to minority pressure and proceed on a less than optimum path forward.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">83616 (Eagle) Douglas Thomas</p>	<p align="center">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 (City) Name Affiliation	Format
<p>I am pleased there is a project to be mindful of traffic and 'passenger amenities' such as bus stops/bike racks/cross walks, but I didn't see any information concerning the environmental impact or how this is included in the construction. I did see plans for a retaining wall, however it would be prudent to include and implement natural water wise plants and utilizing Idaho native plants/trees around the area of increased pavement. Especially if bus stops are not covered, and flooding is a concern. It is important to include and be mindful of the natural landscape not only for esthetic purposes but also for the animals that are local to the areas and to benefit the ecosystem in which we take part in.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>The following response is provided by Valley Regional Transit staff regarding your inquiry about environmental impact: The State Street Premium Corridor Part1 and 2 TIP amendments include projects that are to occur largely within the existing right of way. The project is currently in planning and environmental review but it is expected that the majority, if not all elements related to these amendments will fall under a Categorical Exclusion under National Environmental Policy Act.</p>	<p>Stephanie Grover</p>	<p>Email</p>
Comments Received by ITD			
<p>Comment to ITD: Thank you, thank you, thank you for scrapping that ridiculous, maddening continuous flow idea on Eagle Road. Driving there is hazardous enough as it is without adding that monstrosity. Thank you.</p>	<p>Response from ITD: Thank you for providing the Idaho Transportation Department with feedback on this decision, Kathy.</p>	<p>83703 (Boise) Kathy Grover</p>	<p>Email to ITD</p>
<p>Comment to ITD: Thank you for scrapping the Eagle Road/ State St nonsense. As a retired police officer of 25 plus years more times than not I have seen clever ideas dreamed up by engineers have no place in the real world. If you really want to impact traffic safety, in Ada Co. stop allowing left turns on flashing yellow lights on multilane roads. Also increase the delay between a red light and the cross traffic green. These no doubt will slow traffic but that is can be a good thing. Most accidents and near misses I have seen have been caused by idiots forcing a yellow or jumping a green light. I know you can't engineer idiots but maybe you can slow them up a bit. Thank news.</p>	<p>Response from ITD: Thank you for providing the Idaho Transportation Department with feedback on this decision, Greg.</p>	<p>83646 (Meridian) Greg Stock</p>	<p>Email to ITD</p>
<p>Comment to ITD: Personally I think eliminating the free right turn lanes at 55/44 is a bad idea. I can't imagine this will help traffic flow. This is not an intersection that is frequently used by pedestrians/cyclists.</p>	<p>Response from ITD: Thank you for taking the time to reach out to us. The revised design removes the free rights to make room for additional turn and through lanes. I understand your feelings about removing them though. Also thanks for the info about cyclists and pedestrians. We've been told by advocacy groups that it is used by both and there were concerns about them crossing to the islands through the free right turn lane.</p>	<p>(Eagle) Damien Schilling</p>	<p>ITD Comment Form</p>

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Comment to ITD: Since one of the goals at the ID-44/ID-55 intersection is to move more traffic through, is it possible to restrict large truck traffic to the right lanes on ID-44 before and after the intersection? There have been numerous times I did not make it though the intersection before the light changed due to large trucks in both traffic lanes slowing traffic through.</p>	<p>Response from ITD: The only law I could find addressing lanes of travel is Idaho Code § 49-630. This is in the “Rules of the Road” section and only talks about driving on the right side of center line. ITD will offer advisory signage on certain intersections that may have tight corners for trucks to use a specific lane. I do not believe that is needed for the turns on this intersection. Other than that, I don’t believe what you’re asking is something we can do. I do understand the frustration slower accelerating vehicles can create. We appreciate you choosing to have patience and driving well.</p>	<p align="center">(Eagle) Russell B. Blair</p>	<p align="center">ITD Comment Form</p>
<p>Comment to ITD: Woohoooo!!</p>	<p>Response from ITD: Glad you like the change.</p>		<p align="center">Email to ITD</p>
<p>Comment to ITD: Thank you for listening to our concerns and keeping this a more “traditional” intersection!!!! =)</p>	<p>Response from ITD: You are welcome. Thanks for sharing your thoughts with us!</p>		<p align="center">Email to ITD</p>
<p>Comment to ITD: thanks for the update. I agree that the CFI is not the best idea. Thanks for making it just a regular intersection with lots of capacity. On another matter -- circles-- they only work with little traffic. If one lane is busy, like full of traffic, they do not let the other lane in. And 2 lanes turning with one straight and another turning, a very confusing.. Thanks for listening.</p>	<p>No response from ITD.</p>	<p align="center">Gary Gray</p>	<p align="center">Email to ITD</p>
<p>Comment to ITD: Dear Sir, RE: CFI at Eagle RD and ID 44 I have SO MUCH respect for IDT. You have done excellent work in the past. I am very disappointed that the Eagle City council and others came along way late in the game, way after the time for public comments, and asked you to change based on their fears of the unknown. Can it be changed again if you get enough public comments? Thank you</p>	<p>Response from ITD: Thank you for providing your feedback on this intersection. The Community Planning Association of Southwest Idaho (COMPASS) is collecting comments on this decision and I've forwarded yours along to them. I do want to clarify that this decision origination with the Idaho Transportation Department, not the Eagle City Council – though they are a very important partner to the Department and were the first to be informed of the change. I appreciate you taking the time to reach out to us and engage.</p>	<p align="center">83616 (Eagle) Beth Landis</p>	<p align="center">Email to ITD</p>
<p>Comment to ITD: I can't believe that you scrapped the innovative design for the Eagle Rd./ US 40, 44 intersection. I have to commute daily from Middleton to Boise an that intersection is a major hurdle and I was really looking forward to the new design with improved traffic flow. I also think that our state agencies should be the ones to bring us 21st century innovation, even if all the retired folks think otherwise. I really urge you to reconsider your decision on this modern traffic management design. People have gotten used to the new traffic flow at Veterans and State as well.</p>	<p>Response from ITD: Thank you for providing your feedback on this intersection. Your comment will be included on the record for this decision. I appreciate you taking the time to reach out to us and engage.</p>	<p align="center">83644 (Middleton) Bernd Gallwitz</p>	<p align="center">Email to ITD</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Comment to ITD: We have great respect for your operation and the work you do. However, I was disappointed that the design for changing the intersection of Eagle Rd and ID 44 was modified from continuous flow back to a traditional approach. I read in the Statesman that this will result in longer expected wait times compared with the continuous flow design.</p>	<p>Response from ITD: Thank you for reaching out to the Idaho Transportation Department regarding the intersection redesign. While the new design will not have as much reduction in delay, it is still expected to reduce overall delay by nearly 50%. It also eliminates the possible confusion of the displaced left turn and the chance for people to drive into opposing lanes of travel. Our partners at the Community Planning Association of Southwest Idaho (COMPASS) are receiving public comment on this update to the project and I have forwarded your comment to them for consideration.</p>	<p align="center">83616 (Eagle) Jack Swaim</p>	<p align="center">Email to ITD</p>

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Public Comments Received (Verbatim)

For amendments to:

FY2021-2027 Regional Transportation Improvement Program

Public Comment Period: May 3 through 17, 2021

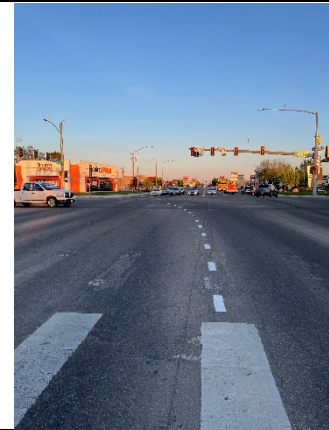
Total number of comments received by COMPASS: 13

Topic: Significantly change the scope of an Idaho Transportation Department project to replace two culverts on US 20/26 (Chinden Boulevard) into a preventive maintenance project to repair six culverts on Chinden Boulevard and one on State Highway 44 (State Street)

Outreach methods: 3 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 (City) Name Affiliation	Format
I TD, Why would you want our comments? You're just like Gov't, you don't listen to us and haven't for the past 10 years. Look at the mess on hwy 55 which I've been commenting on for the past 10 yrs; you didn't listen then and won't now so why bother. Your organization has absolutely no forward planning at all and every time it doesn't happen, you use \$ as an excuse.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	(Caldwell) Chuck Stadick	Email
Has anyone ever thought about a car pool lane, encourages car pooling and motorcycles. Thank you for your time	Thank you for your comments; they will be shared with the COMPASS Board of Directors. Regarding your question, yes, carpool lanes have been discussed for various corridors in the region. However, while carpool lanes, or high-occupancy vehicle lanes, can provide many benefits, they are currently not allowed in Ada or Canyon Counties, per state statute. Removing this restriction is one of the COMPASS Board of Directors' legislative priorities.	(Nampa) Dusty	Email
I am 100% behind any effort to improve our east to west transportation in Boise. I would love to see a light rail from east Boise out to Caldwell. It would ease up the traffic on I-84 tremendously.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Kevin Dougherty	Email

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Dear loved ones, It seems to me as this: YES - on preventative, and YES to additional access points for commuters. But NO to the majority of these being solely placed on the Chinden Blvd area. State street corridor is long, even unto Middelton. I am not sure of the numbers, but one maintenance covert on each stretch (Chinden and State St). And a more even divide of additional coverts for each stretch (Chinden and State St). I will let you decide on the comparison of numbers of coverts per stretch, but it had seemed to me as being off in balance. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>Can we get the doted turning lane from karcher heading south turning left onto caldwell boulevard repainted. I see so many drivers start on the outside lane of karcher end up on the inside lane of caldwell boulevard because they turn to early or sharp. Many close calls. It's sad no one can drive without lines any more. Please and thank you.</p> <p>***</p> <p>Thank you so much. I greatly appreciate you taking care of this. I drive this intersection in a semi 3 times a day.</p>	<p>I forwarded your request to ITD and received this response: In response to this concern, our paint crew was able to adjust their schedule in order to get the intersection of Karcher Rd. and Caldwell Blvd. completed yesterday evening. Please see the attached photo. Thank you for your comment!</p>	<p align="center">(Nampa) Dusty</p>	<p align="center">Email</p>
<p>My 2 comments 1) do it once. Make the culvert changes so they are compatible with the coming road widening projects. 2) fast track this. We are years behind on road improvements. We need to start catching up!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">(Middleton) Steve Flora</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I fully support this amendment to the FY2021-2027 Regional Transportation Improvement Program. Completing preventative maintenance work by doing culvert repairs now while other work is already scheduled to be performed will reduce future restrictions to traffic along these corridors. ***</p> <p>I am generally in favor of any fiscally responsible projects that improve traffic flow, safety, road wear, and add more public transportation options. We are woefully behind on public transportation and have been for decades. Yes, change the scope of work at the intersection of State Highway 44 and State Highway 55 to a traditional intersection if studies show that it will improve traffic flow. Additionally, this valley cannot wait 20 more years for a light rail system. In addition to high traffic, low parking, and the safety issues caused by them, our valley is missing out on vast amounts of commerce. Large corporations want to move to areas like the Treasure Valley, but when they review our mass transit system to get their employees to their locations, they find we basically don't have one. We have a subsidized private bussing system that covers about half the routes that it should at this point in our Valley's development. No light rail means no major corporations moving their headquarters here and bringing thousands of high-paying jobs with them. The lack of public transportation also greatly increases the current housing crisis that we face. Without effective public transportation, every adult in this valley must have a car to get where they are going. Having a car becomes a much bigger burden when living in high-density housing as there are parking costs and restrictions involved. Improving our mass transit systems in the short-term will go a long way toward improving both our housing shortage and improve our economic outlook. I don't like taxes anymore than anyone else, which is one reason that I love Idaho. But we must do something in the Treasure Valley to address this mass-transit issue today. If that means a special transportation tax for all Treasure Valley residents, I am for it. I know that our legislature must change laws for that to happen, but it is time for somebody to step up and lead that charge. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>***</p> <p>Thank you for your additional comments, they will also be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>I'm OK with this</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Mac</p>	<p align="center">Email</p>
<p>These look like justified projects to improve traffic and public safety. Full speed ahead. Best Wishes,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ron</p>	<p align="center">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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I'm hopeful as a bus passenger and walker that this part of town becomes safer for that population I also feel like in the future there should be a north south route bus that goes to kuna eagle and meridian and a more regular chinden route that more people know about this will help with the transportation and it will be helpful to have it walkable walkability is lacking in chinden and I know that because of frequent times at the fairgrounds at memorial stadium at the special Olympics office and riverside hotel at the bowling alley and on the garden city greenbelt thanks for your time I hope to hear from the other statements soon</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>We did receive your comments submitted on April 8, 2021, about the transit projects on State Street. Thank you. They were provided to the COMPASS Board of Directors, and the Board did vote to add the projects to the regional long-range transportation plan and transportation improvement program (budget of federally funded transportation projects). You can find the updated long-range plan here and the updated transportation improvement program here.</p> <p>In addition, you can find all comments submitted in recent public comment periods, as well as results from the survey we conducted earlier this year on high-capacity transit, on the COMPASS website at https://www.compassidaho.org/comm/comments.htm#Comm.</p> <p>If you are looking for additional information, or response from us regarding a question that we missed, please let me know and I'll be happy to get you what you are looking for.</p>	<p align="center">Ian Bott</p>	<p align="center">Email</p>
<p>I support the change of plan to include the two now scheduled into the upcoming upgrade of six more. The only concern is to not delay more than six months as that might lead to destructive deterioration.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>The proposed amendment to the FY2021-2027 TIP to provide for adding 6 culverts on US20/26 (Chinden Blvd), and adding 1 culvert on State Highway 44 (State St.) is very needed. Both these roads are heavily used, melting snow or heavy rains can cause serious problems. I personally use Chinden Blvd. frequently. It will be much safer for everyone when these needed improvements are made.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Just to clarify, the proposed change is to repair seven culverts instead of replacing two. With the change, no new culverts will be added at this time, but the repair will extend the overall life of the existing infrastructure.</p>	<p align="center">83704 (Boise) Betty Brigante</p>	<p align="center">Email</p>
<p>I believe that to address further growth, etc. that the 6 culverts should be added rather than just two.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Just to clarify, the proposed change is to repair seven culverts instead of replacing two. With the change, no new culverts will be added at this time, but the repair will extend the overall life of the existing infrastructure.</p>	<p align="center">Gary Martin</p>	<p align="center">Email</p>

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Public Comments Received (Verbatim)

For amendments to: *Communities in Motion 2040 2.0* and FY2021-2027 Regional Transportation Improvement Program

Public Comment Period: July 6 through 20, 2021

Total number of comments received by COMPASS: 17

Topic: Add multiple design and land purchase projects and a study on Interstate 84 in Canyon County, a study to determine needs and weigh options for a southern connection to Interstate 84 in the City of Nampa, additional design on State Highway 16 in Ada and Canyon Counties, design and land acquisition on State Highway 55 in Canyon County, design and land purchase on US 20/26 in Ada and Canyon Counties, and a rail safety project in the City of Boise.

Outreach methods: 3 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 (City) Name Affiliation	Format
The rapidity of growth in Canyon County is deserving of the proposed amendments to Communities in Motion 2040 2.0 (CIM 2040 2.0). Like a tree you plant under whose shade you may not sit I see that the effort for the future is getting a good hold in this plan. The over-all scope of these projects is huge and the frequent construction delays that I encounter in my everyday life living in Caldwell and frequently going to Meridian and Boise are well warranted. Thank you for inviting comment.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83605 (Caldwell) Sharon Hubler	Email
All those projects appear worthwhile. What is needed in a Freeway north going east/west .. State street might be used,. Also, north/South connectors should be built all the way south in preparation for the massive population increases coming as our southwest neighbors find their states unlivable due to heat.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	(unsigned)	Email
All improvements that COMPASS solicited for public comment need to be done; however there is another major need, widen and improve Ustick Rd in Nampa, including I84 ramps. Not only is the Ustick overpass degraded" it is under-designed. In addition, the distance between Franklin and Midland interchanges is much too far. Also need to buy ROW to widen Tenmile south of I84.	Thank you for your comments; they will be shared with the COMPASS Board of Directors. Improvements to the Ustick Road Overpass started in May 2021. You can get additional information, as well as sign up for updates on ITD's I-84 corridor webpages .	Tricia Matthews	Email
I'm in favor of the projects in the Plan.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Mac	Email

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
<p>this is not in response to ITD's proposal but it is a request to plan and build a new bridge over the Boise River. I use Glenwood and Veterans often. Glenwood is horrid. Always crowded. Veterans is occasionally crowded. Use the area between Glenwood and 51st street for a new bridge. It won't be cheap but it will be needed sooner rather than later.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83704 (Boise) Joe Gallagher</p>	<p>Email</p>
<p>I support all highway infrastructure improvements. Our payback on tax payer dollars is short and highly beneficial. Your public transportation proposals are a terrible waste of tax payer dollars. So few will ride high capacity rail and costs to build and maintain will destroy citizen affordable in SW Idaho with sky rocketing tax increases.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Ron</p>	<p>Email</p>
<p>Thank you for allowing a public comment on these future plans. I am not sure how many people participate but I know that I speak for many fellow Idahoans that I see and communicate with on a daily basis working in retail sales. My comment is that in the vast majority of cases, widening roads is not the answer to future traffic congestion. There has been much evidence that widening roads just encourages more people to drive. I do not feel that in an age where we absolutely must limit CO2 emissions and with vehicles being a major emitter of these emissions that we should be expanding roads. I know that the treasure valley used to have an extensive system of trolleys and rail which effectively moved people all around the valley. This is what we should be striving for again. We should not make the same mistakes as cities such as Seattle, San Francisco and Los Angeles who have some of the worst traffic in the nation. We should be proactive work toward a multifaceted public transportation system. I would also like to point out that roads, being black, have a very low albedo (the amount of light absorbed or reflected). More roads means more heat (heat island effect) and in an era of wildly increasing temperatures it is a public health issues to add to add black tarmac. Heat induced deaths are on the rise nationally and will only get worse with climate change. I seriously urge you to reconsider these antiquated road widening policies and have provided some literature to check out as well via hyperlink after this paragraph. www.sciencedirect.com/science/article/abs/pii/S0967070X18301720 www.epa.gov/heatislands/smart-growth-and-heat-islands Thank you again for the opportunity to comment and I hope this email finds you well.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(Boise) Ryan Goforth Idaho Mountain Touring</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Thanks for gathering public input on how best to move ahead with transportation in the Valley. I much appreciate your efforts! My input is pretty simple. I think it best that we no longer implement any further widening projects or other improvements that increase the capacity of our highways and roads. This is an endless and futile cycle to address congestion that usually only leads to more congestion through growth. Rather I would suggest that transportation projects focus on how best to remove vehicles from the roads. This would reduce congestion as well as improve air quality and reduce CO2 emissions that continue to exacerbate climate change. If we discontinued highway and road expansions, I think we would find we had more than enough funding to pay for those projects that would reduce vehicles and peoples need for them.</p> <p>***</p> <p>One more thing I would like to add for input. I think some of what they are doing in TX is relevant to the Treasure Valley. I would strongly urge you to consider some of what they are doing and to evaluate those same opportunities here. You can find some background on this here: https://www.thenation.com/article/environment/texas-transportation-highways-racism/</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>
<p>When are you going include added bus service in Treasure Valley Transportation Improvements, all additions and improvements are directed toward auto road travel. Also just came aware of Amtrak adding 160 new stations to their service, even Wyoming is getting a new connection. Why does Idaho lag behind in alternate transportation, especially for seniors, those below driving age, and adults who are non-drivers. Surely the added population and property tax should cover these improvements. Your minimum wage businesses are lacking employees and many of your citizens would be able to apply if they had convenient transportation, and from this need additional tax revenue would be generated. Thank you for bringing my concerns to Compass and the planners.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Regarding funding for an expanded bus system: Idaho is one of only two states in the nation that does not have dedicated funding for public transportation. Therefore, funding for public transportation is extremely limited. We are currently trying to obtain the ability to provide a dedicated funding source through the Idaho Legislature.</p> <p>We are aware of discussions regarding Amtrak expanding services, and are currently working with the United State Congress on authorization language for Amtrak long-distance service through Idaho. Amtrak has not been receptive to returning service to Idaho.</p>	<p>Mary Lynn Kaldenberg</p>	<p>Email</p>
<p>I agree with the proposed amendments to the proposed Communities in Motion 2040.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Lynda Friesz-Martin</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I think all cars should be stopped before the tracks and not one, two and that third with its butt of the car sitting on tracks, in front at the light. It's the same with the intersection at Cole and Franklin. I've lived here since 1997 and I have never seen a train at either of those crossings. Weird but true. Because Nice Matters</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>
<p>Here are my comments: I approve of all of the adjustments being considered but am concerned that almost all focus on Canyon County, which has important needs and is growing rapidly, but there is more growth happening in the eastern end of the valley. (South Meridian and Northwest Meridian specifically.) I definitely support the preparation for widening the roads between I-84 and Star on Star road. That is really needed now and in the long run. So is widening of 20/26 everywhere. But I also think that railroad safety is hugely important and long overdue on several roads in the valley, but Milwaukee is a great starting point since it's such a high-traffic road. I believe that Meridian will grow even faster over time, as it's closer to Boise and more central to the valley and there are so many business parks moving in, and it will need more widening of roads heading south from central Meridian. That is where most of the land is left and the building is happening. Once materials are back in stock, the building will skyrocket and we can be assured that the roads will be needed sooner than expected. Also, Northwest Meridian out to CanAda road is in need of preparation for road widening. It isn't built out yet, but that means now is the time to prepare and make sure the land is available while it's undeveloped. The entire valley will fill in faster than expected over time. Be sure of it. Thank you so much for all you do!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Marit Welker</p>	<p>Email</p>
<p>I've emailed and left messages multiple times requesting signs be put up at Cassia & Karcher Rd. interchange. Many times, thru out the day, east bound traffic on Karcher RD. is blocking traffic from Cassia Rd. to get out unto Karcher Rd when light turn green. We need large signs put up on Karcher Rd. stating not to block intersection. Also, it would be nice to see right turn only lane on Cassia. This would help in traffic build up. Thanks again for your time.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Don Benson</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>These projects aren't bad, but we need functional public transportation as well as safe options for bicycles and pedestrians.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>
<p>I think the two projects that need funding and to be priority is connecting highway 16 to 84 and the Karcher interchange. Especially important would be highway 16. Heck it's been in the works for twenty years. There's too many people for the current road system. I also think highway 16 needs to be more of an expressway with exists at Ustick and Franklin only.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Lynda Wojcik</p>	<p>Email</p>
<p>I support the proposed changes on the I-84 corridor. They are long overdue and will aid the growth in the valley. As we have seen with the last two years of explosive growth, our highway system (while much improved) falls far short of the current and future need. And yes, I support increased gas taxes if needed.</p> <p>I will probably sound like stuck record, but I think more attention should be paid to light rail. A few years ago it was dismissed as not big enough for such a project. It seems clear to me that we are or soon will be. Buy the right away now. Be planning now or we will be faced with staggering costs in right away purchase in the future (look at Seattle). Let's attack the problem now before it gets beyond our reach.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>
<p>I would like to comment on the changes to the TIP. I say changes because we all know its already a done deal. ITD is only asking for this because its required by law. But I do challenge you to actually ready the comments as I have 17 years of transportation experience in the Army coordinating truck convoys and have been trained to route truck convoys through large cities and to design cargo transfer points. I also know a thing or two about money since I have a decades worth of governmental accounting.</p> <p>KEY NAM02</p> <p>Happy Valley and the Garrity East bound onramp are getting to capacity once again. You can either spend more money updating Garrity and Happy Valley RD. or you can connect Robinson RD. or McDermott Rd. This will decrease the traffic flowing to Happy Valley and on to Garrity. The land will be a lot cheaper near Robinson than trying to buy business to add lanes. This would also make it easier for tractor trailers to bypass Garrity's tight interchange.</p> <p>KEY 23336</p> <p>This Should not be funded by TECM funds. This should be funded by Garvee Bonds and should have been included in the widening of I84. However, do to the poor leadership of</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the Idaho Transportation Department, and the COMPASS Board of Directors.</p> <p>All comments are considered and shared with decision-makers; we also endeavor to answer any question raised in comments submitted.</p>	<p>Craig Allison</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>this COMPASS and ITD, especially Board member DeLorenzo, who saw fit to not approve any money for pre- planning for widening I 84 and to minimize the scope of the project to save money to spend on pre-planning for HWY 16. I guess it was more important to please Representative Moyle than do the job correctly in the first place out here.</p> <p>This lack of planning and funding has now yielded a project that will waste \$30 million on a free running right turn lane that will not serve one purpose. First of all, ITD couldn't even label the current offramp properly so tractor trailers are still getting in the wrong lane. I can get you're the photos if you like. All they needed to do was to put up a big brand new sign saying Marsing and Caldwell BLVD trucks stay right before they enter the off ramp. However, the first sign anyone see is after you complete the tight right turn where you then finally see one little sign that says trucks only. However, by that time its to late for some to get into the right lane.</p> <p>This intersection has been a disaster since it has opened and you keep putting band aids on it wasting millions that don't work or doesn't even last long enough have justified the cost. Here is a list of items that needs to be fixed that your design fails to fix or will create more headaches.</p> <ol style="list-style-type: none"> 1. No second lane for East bound onramp coming from HWY 55 and the BLVD- This should have been done when I84 was widened but you left it only one lane and we still have cars stacked all the way to Middleton intersection. Got photos of cars having to hit the brakes and almost stopping to let cars merge into the lane. If you create another lane you could add a lot more capacity and stop the stacking and the ten minutes to get from Middelton to the onramp. 2. Lack of storage for the west bound on onramp- consistently cars and trucks overflow the storage on the interchange blocking one of the through lanes. 3. The interchange already has a flying right turn and it creates major issues with cars trying to get to the left turn lanes onto the BLVD. So adding this new flying right turn is only going to exasperate the problem when you allow traffic to come south bound through the interchange while allowing a significant amount of cars and trucks trying to get over. 4. Unless ITD has designs to have 2 right turn lanes onto the BLVD only having the third through lane end only 100 ft after going through the intersection is going to cause a huge traffic jam and choke point. 			

<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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>This would all be fixed if they just turn the interchange into a SPUI. However, since the men and women of ITD don't bother to actually come out and evaluate the traffic at the height of traffic we will get a stupid design that we will have once again need to complain about so they can come back and actually fix the new problems they will bring or not have fixed.</p> <p>With using the GARVEE bonds on this project you can use the TECM funds to move up the widening of Karcher from Middleton to Indiana KEY 22715. Currently there is between 20,000 and 21,000 cars on the road at Indiana and if we wait till 2025-2027 to complete this project we will have 25,000 on the road. We don't have the luxury like people using HWY 16 to go down 1 mile on a brand new 4 lane road to ten mile which is 4 lanes all the way to I84. We have secondary roads that have stop signs every mile. That's some great planning pushing all this traffic to side roads.</p> <p>KEY 20351</p> <p>Once again this should be funded by GARVEE not TECM funds. TECM funds should be used to advance current projects that don't qualify for GARVEE bonds.</p> <p>KEY 23337</p> <p>This must be a priority over HWY 16. There is so much traffic on 20/26 that when you get behind a slow moving vehicle you don't have enough time and distance to pass the vehicle. Once again when you have Ada County residents making the decisions on the fund for projects Canyon County residents "get the short end of the stick" since the powers to be don't drive those roads because if they did it would be at the top of the list.</p> <p>KEY 23335</p> <p>Right funding source but the money needs to be spent on 20/26 and on Karcher from Indiana to Middleton first. Those two project need to be advanced by years. If COMPASS or ITD doesn't think so maybe we should relocate COMPASS' headquarters out in Canyon County and see if the members like the drive.</p> <p>KEY 20788</p> <p>This should be funded last after the funding for I84 interchange and widening is paid for by GARVEE Bonds out in Canyon County. HWY 16 extension right now is just a road of convenience. Neither ten mile or 20/26 from HWY 16 to ten mile are near compacity. All this \$156 million is being used for right now is to save a minute or two of travel time to I 84. However, politically connected people from the Star and</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 (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Gem County area are pushing this project over projects that are more congested and have not other better options to travel on. There is a lot here but everything I said is true. HWY 16 has less traffic than Karcher and 20/26. ITD cant argue those numbers because those numbers came from their website. You can see by looking at the projects ITD has completed or is currently working on in Canyon County the cost cutting measure they have performed on the projects. However, if you look at Ada county projects you can see the extra care and extras they are willing to put in for their projects and I will gladly point that out to them or to the COMPASS board. Lastly I believe COMPASS or ITD should be responding to everyone concerns or comments. If you have any questions please let me know</p>			

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APPENDIX D: PERFORMANCE MEASURE ANALYSIS

Provides in-depth analysis, using modeling tools, to explain how projects in the TIP will affect the transportation system.

Analysis for Level of Travel Time Reliability on the NHS

Travel Demand Forecast Model

COMPASS is responsible for the development, maintenance, and application of the regional travel demand forecast model covering Ada and Canyon Counties. An in-depth analysis of the impact of major capital expansion projects programmed in the TIP on the state system was conducted using this model. A map showing the projects included in the analysis is shown in Figure 15 (segments included in the analysis are shown in blue; referred to as “NHS-State”); results are shown in Figures 16 through 21.

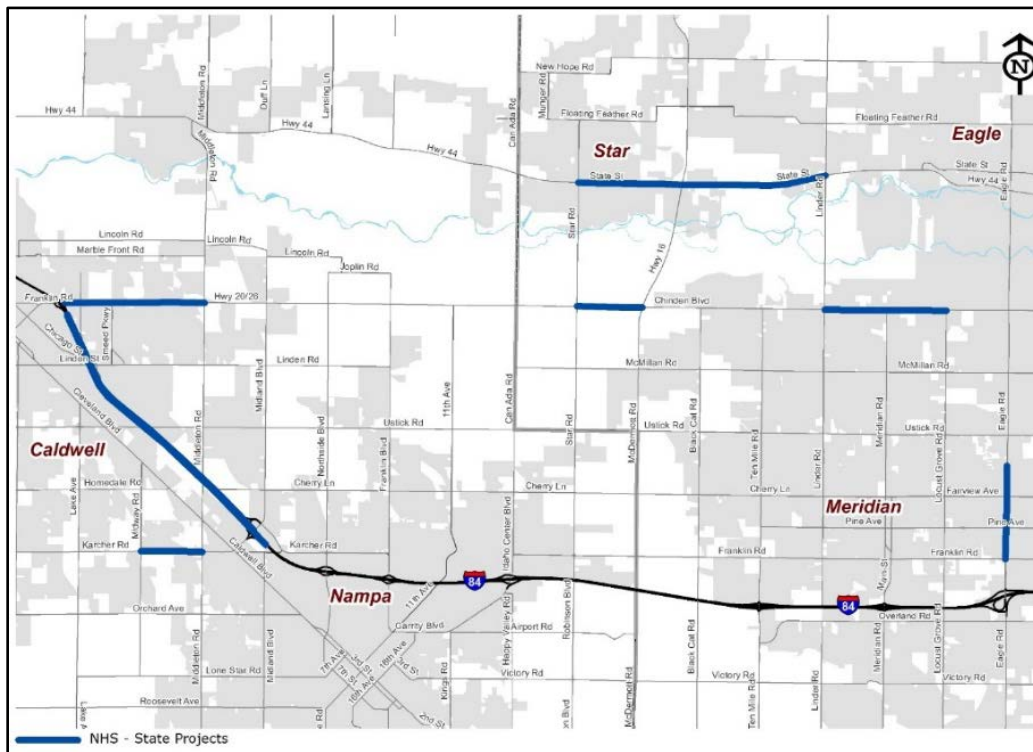


Figure 15: NHS-State System Capital Projects

COMPASS applied the regional travel demand forecast model to analyze how these projects could benefit regional transportation system by the year 2040. Figures 16 through 21 summarize vehicle hours of travel (VHT), congested vehicle miles of travel (CVMT), and vehicle miles of travel (VMT) for the overall system with and without the projects shown above. An assumption used in this analysis was that all other projects anticipated to be built by 2025 are constructed as scheduled. Projects programmed beyond 2025 are not included in this analysis. This analysis uses the official demographic data sets for the years of analysis. The population in Ada and Canyon Counties is forecasted to increase from 737,790 to 1,044,491 between 2020 and 2040.

Figure 16 demonstrates that regional VHT decreases by 4,360 hours per average weekday by 2025 if these projects are built as compared to if they *are not* built. By 2040, hours decrease by 11,070 per day when these projects *are* included.

Figure 17 demonstrates that the most significant benefit to building these segments is congestion relief. By 2025, the CVMT decrease by 226,300 per average weekday. However, by 2040, CVMT are reduced by more than 1.27 million on the entire transportation system because of these projects.

Figure 18 demonstrates VMT increase if these projects are built. VMT increases by 9,600 per average weekday by 2025, but only increases by 11,800 miles by 2040. The reason for the increase in miles of travel is because people are willing to travel a little farther for a more reliable and less congested route.

Another way to review the benefits of these projects is to look at the benefits within these corridors only; in other words, looking only at the travel on the specific segments that are being widened.

Figure 19 demonstrates that VHT on the scheduled NHS segments would be reduced by constructing the NHS projects. By 2025, VHT would decrease by 1,300 hours per average weekday, but these segments would realize a reduction of 3,630 hours of travel by 2040.

Figure 20 demonstrates that congestion is reduced significantly by constructing the NHS segments. By 2025, CVMT within the limits of the NHS projects decrease by 11,400 per average weekday. By 2040, CVMT within these same corridors decrease by 413,700.

Figure 21 shows the opposite when demonstrating total VMT. By 2025, VMT increase by 106,600 per average weekday. By 2040, VMT on these segments increase by 173,300. The reason for the increase in VMT is that people are willing to drive farther miles to take the less-congested route.

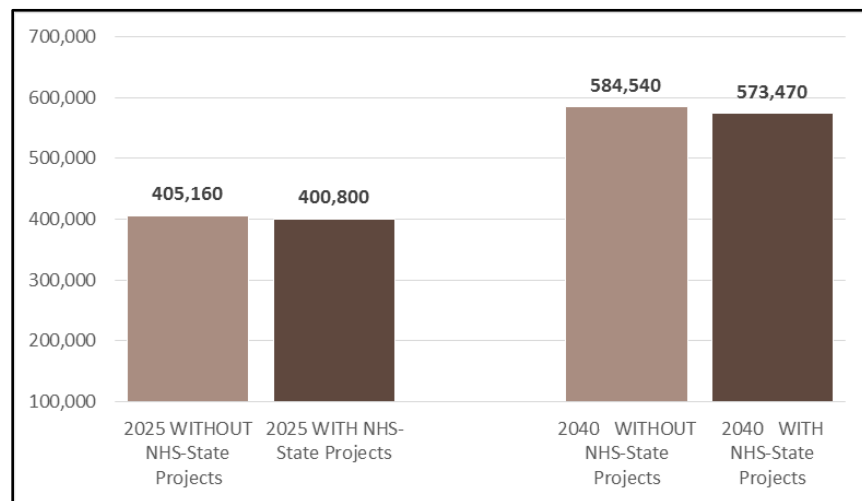


Figure 16: Vehicle Hours of Travel, Average Weekday, Overall System



Figure 17: Congested Vehicle Miles of Travel, Average Weekday, Overall System

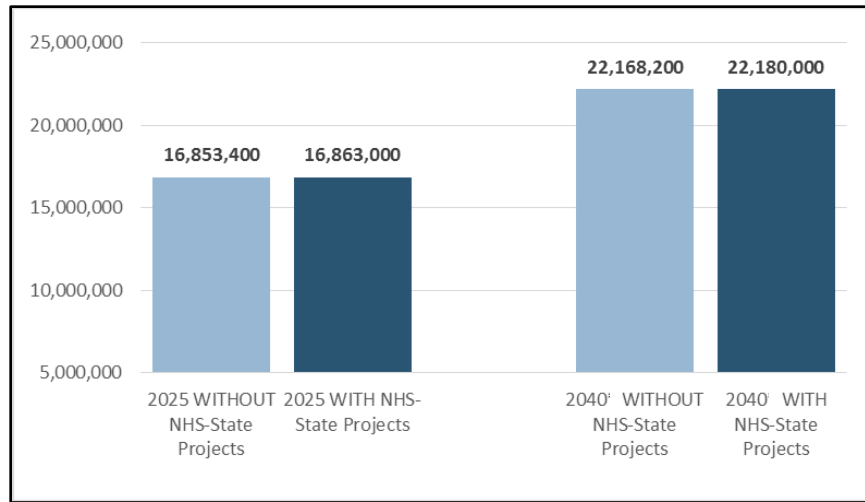


Figure 18: Vehicle Miles of Travel, Average Weekday, Overall System

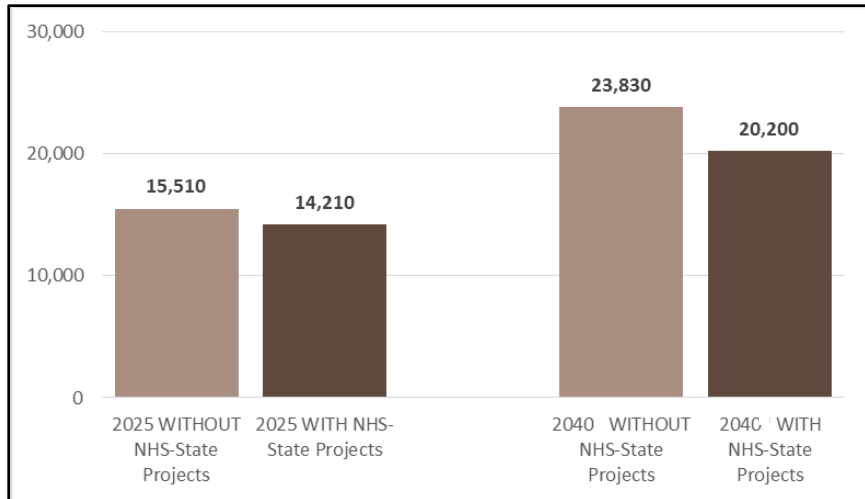


Figure 19: Vehicle Hours of Travel, Average Weekday, NHS-State Project Limits

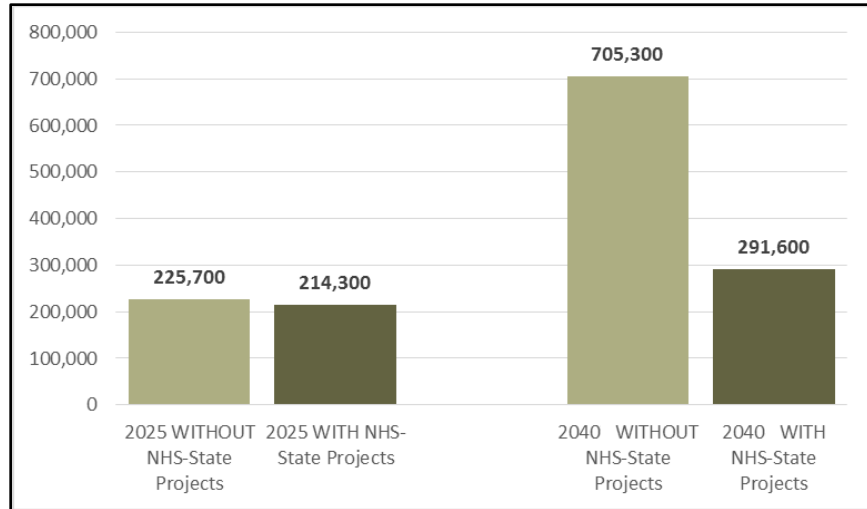


Figure 20: Congested Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits

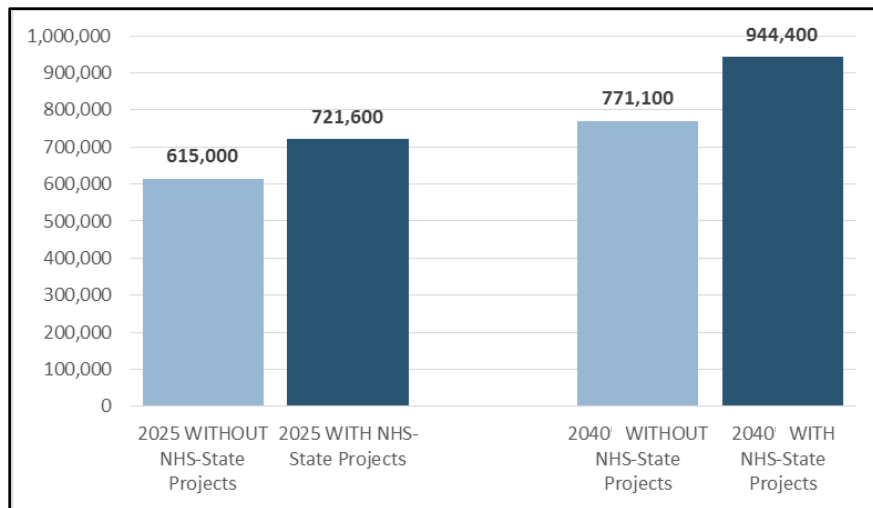


Figure 21: Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits

Figures 22 through 25 compare travel time savings in the morning and afternoon commutes using the same information above, for example, the morning commute on Interstate 84 from the City of Nampa to the City of Caldwell will take about 9% less time with the NHS-State projects than without them.

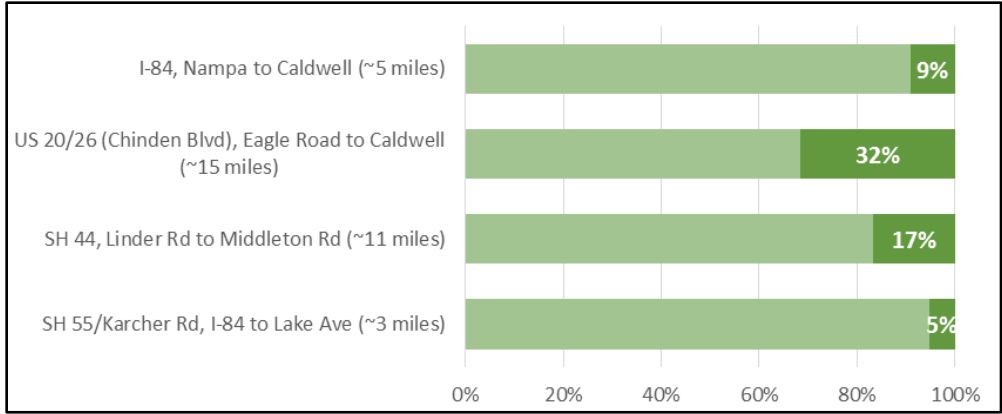


Figure 22: 2025 Travel Time Savings with NHS-State Projects, Morning Commute

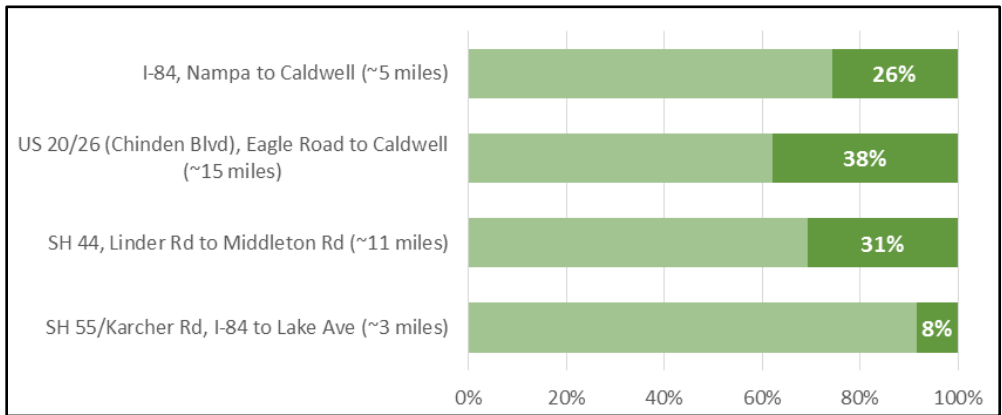


Figure 23: 2040 Travel Time Savings with NHS-State Projects, Morning Commute

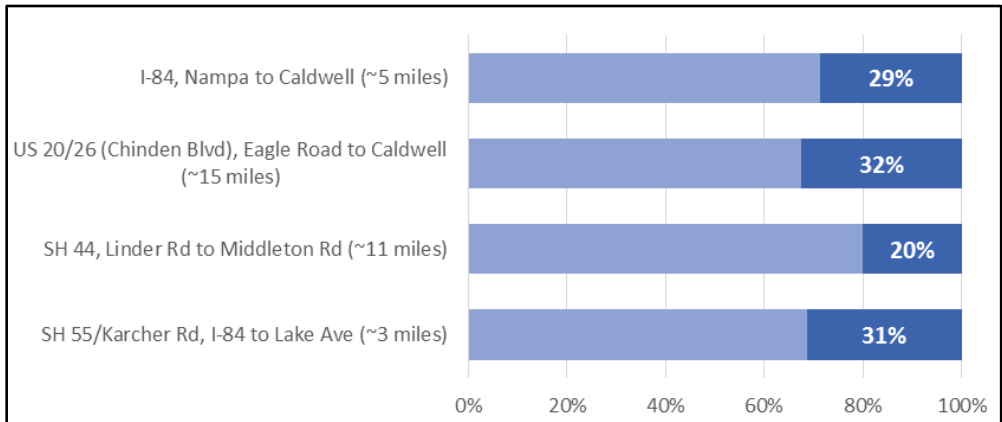


Figure 24: 2025 Travel Time Savings with NHS-State Projects, Afternoon Commute

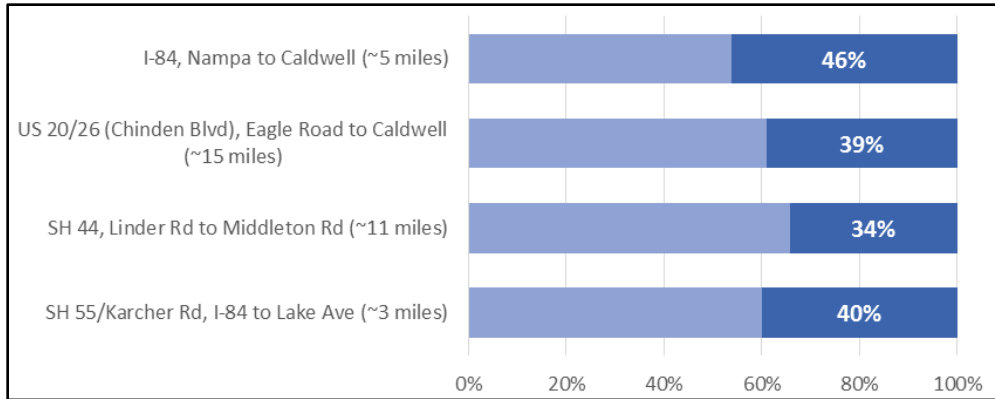


Figure 25: 2040 Travel Time Savings with NHS-State Projects, Afternoon Commute

Crashes on the NHS

Another aspect of determining reliability of the NHS system is the rate of vehicle crashes, as crashes slow traffic and decrease reliability. These segments of the NHS system experience approximately one crash per day, on average. Figure 26 shows the locations of crashes between 2015 and 2019 on the NHS. Tables 31 and 32 provide the details of crashes over the last available five-years of data on the NHS-State system and also specifically on Interstate 84.

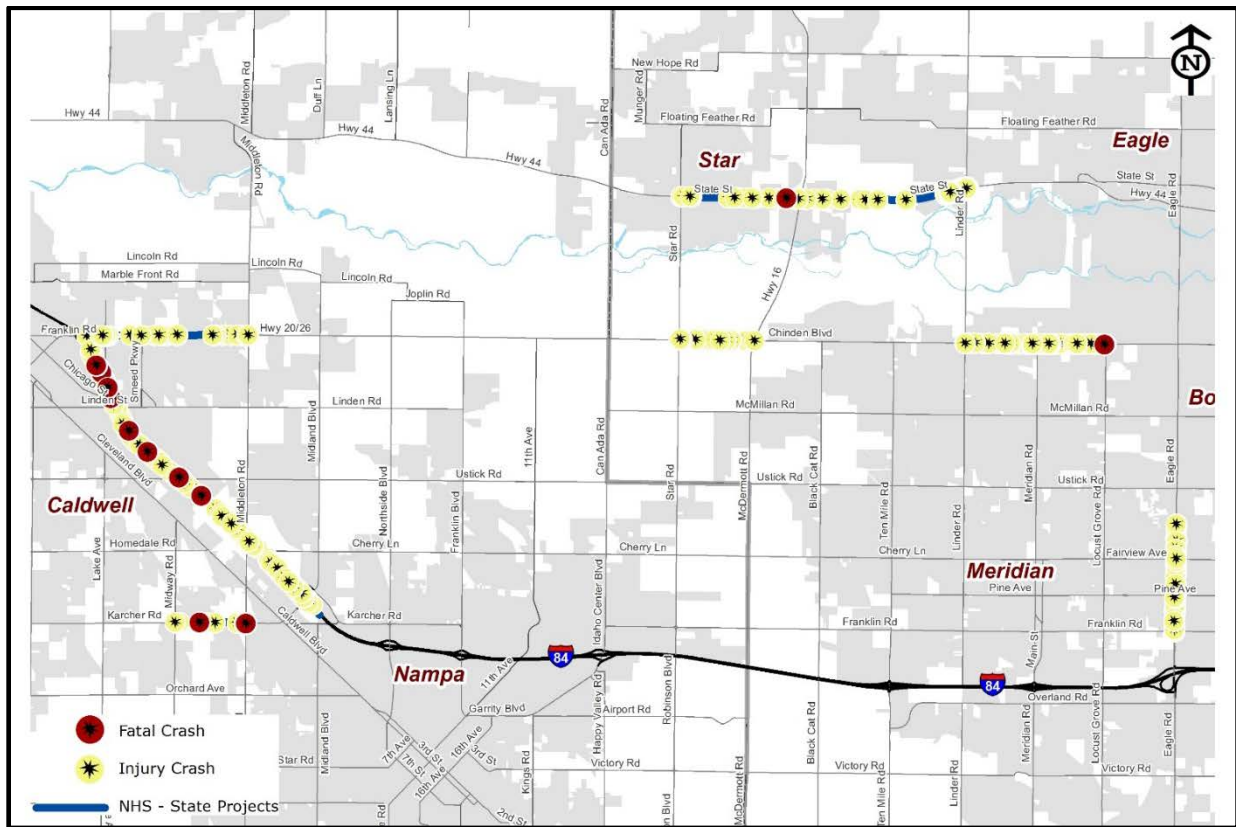


Figure 26: Location of Fatal and Injury Crashes, 2015-2019 on the NHS-State Project Limits

Table 31: Crash Events by Severity and Vehicle Types Involved, NHS-State Project Limits, 2015-2019

Crashes – NHS State Project Limits	2015	2016	2017	2018	2019
Crash Events					
Fatal	4	2	2	3	1
Injury Type (A, B, and C)*	155	184	185	195	208
Property Damage	189	224	205	187	251
Total Crash Events	348	410	392	385	460
Vehicle Types					
Automobile	693	857	787	810	915
Freight	19	17	20	20	23
Pedestrian	0	1	3	0	1
Bicycle	3	0	1	2	2
Other**	15	14	19	10	15
Total Vehicle Types	730	889	830	842	956

*A= Serious injury, B= Minor injury, C= Possible injury

** Other includes units reported as other, motorcycle, moped, farm equipment, hit and run, construction equipment, motorhome, etc.

Table 32: Crash Events by Severity and Vehicle Types Involved, Interstate Project Limits, 2015-2019

Crashes –Interstate Project Limits	2015	2016	2017	2018	2019
Crash Events					
Fatal	7	2	10	2	6
Injury Type (A, B, and C)*	29	34	35	31	33
Property Damage	8	15	13	19	57
Total Crash Events	44	51	58	52	96
Vehicle Types					
Automobile	70	85	96	92	152
Freight	9	6	12	4	7
Pedestrian	0	1	2	0	1
Bicycle	0	0	0	0	0
Other**	0	2	5	2	5
Total Vehicle Types	79	94	115	98	165

*A= Serious injury, B= Minor injury, C= Possible injury

** Other includes units reported as other, motorcycle, moped, farm equipment, hit and run, construction equipment, motorhome, etc.

As projects are completed, COMPASS will report on how travel times and the reliability of travel on the NHS change in the [Congestion Management Annual Report](#)⁴².

Benefit-Cost Analysis

COMPASS prepared a benefit-cost analysis (BCA) with [TREDIS](#)⁴³ software using outputs from four travel demand model runs: two for the base scenario (current and future year) and two for the project scenario (also current and future year). The current year is 2025, which is the year the projects will be completed, and the

⁴² Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>.

⁴³ About TREDIS: <https://tredis.com/about-us>

future year is 2040, which is the horizon year of the current long-range transportation plan, [CIM 2040 2.0](#)⁴⁴.

TREDIS requires input data including annual vehicle trips, VMT, VHT, and CVMT, and the fraction of internal, incoming, outgoing, and through trips, all of which are from the travel demand model.

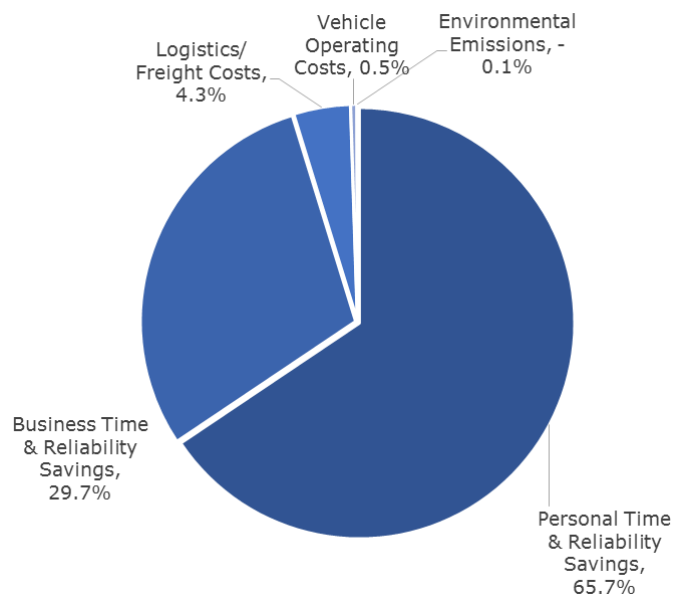
Table 33 provides a summary of the BCA and Table 34 describes the benefits by category included in the BCA for the completion of NHS-State projects shown above and is for information only. This is not intended to be used for project selection, prioritization, or any other purposes. The NHS-State projects are already programmed in the TIP and some of them are underway.

Table 33: Summary of Benefit-Cost Analysis

Benefits	7% discount rate (in \$millions)
Vehicle Operating Costs	\$6.9
Business Time & Reliability Savings	\$442.5
Personal Time & Reliability Savings	\$979.8
<i>Safety Benefits</i>	reported separately
Environmental Emissions	-\$0.8
Logistics/Freight Costs	\$63.5
Total Benefits	\$1,491.9

Costs	\$millions
Capital Investment Costs	\$209.6
Operation and Maintenance Costs	-\$9.4
Total Costs	\$200.2

Summary	
Net Present Value	\$1,291.7
Benefit-Cost Ratio	7.45



⁴⁴ *Communities in Motion 2040 2.0*: <http://compassidaho.org/CIM2040-2.0/>

Table 34: Description of BCA Analysis of NHS-State Projects

Benefits	7% discount (\$ in millions)	Narrative
Total Benefits	\$4,491.9	
Vehicle Operating Costs	\$6.9	Vehicle operating costs (e.g., maintenance, tires, depreciation, and fuel) are affected by changes in vehicle miles traveled (VMT) and how much VMT occurs in congested conditions (causing higher fuel consumption). The completion of these projects contributes to an increase in VMT due to drivers traveling longer distance to access more efficient facilities, but reduces congested driving conditions, leading to a decrease in overall vehicle operating costs.
Business Time and Reliability Costs	\$442.5	Business time and reliability costs are two benefit categories associated with business (i.e., "on-the-clock") travel purposes and make up about 30% of the total benefit. Improved speeds on these corridors enable business-oriented travelers to reach their destinations faster and therefore provide a time savings benefit. Improvements in reliability also enable travelers to reduce the amount of "buffer" time (i.e., schedule padding) added into their planned trip to ensure an on-time arrival.
Personal Time and Reliability Costs	\$979.8	Personal time and reliability costs are two benefit categories associated with personal travel purposes and make up about 66% of the total benefits. Improved speeds on US 20/26 enable travelers to reach their destinations faster and therefore provide a time savings benefit. Improvements in reliability also enable travelers to reduce the amount of "buffer" time (i.e., schedule padding) added into their planned trip to ensure an on-time arrival.
Safety	Reported separately	Safety benefits (crash reductions) were not included in the BCA since they are part of the federal performance reporting. These projects are expected to reduce the overall number of crashes by 121 – see the safety federal performance measures in Section V.
Logistics/Freight Costs	\$63.5	The value of freight logistics cost savings is in addition to the values of savings in vehicle operating cost and driver time. The value of freight logistics cost represents the opportunity cost savings accruing to shippers and receivers related to freight handling, inventory/storage, and duration of delivery. Logistics/freight costs are affected by changes in vehicle hours traveled. Each commodity type has a unique cost reflecting the value industries place on travel time improvements expected to occur along these freight corridors.

Benefits	7% discount (\$ in millions)	Narrative
Environmental Factors	-\$0.8	Environmental benefits are directly affected by changes in VMT and congested conditions. Increases in VMT lead to higher emissions because vehicles consume more fuel as they travel longer distances. However, reductions in congestion reduce higher levels of emissions associated with stop-and-go traffic. These projects are expected to increase VMT but decrease traffic congestion.
Costs	7% discount (\$ in millions)	
Total Costs	\$200.2	
Capital Investment Costs	\$209.6	
Operation and Maintenance Costs	-\$9.4	Maintenance cost savings through the year 2040 are attributable to a mill/inlay on Interstate 84 and a pavement resurfacing, restoration, and rehabilitation (3R) treatment needed on both US 20/26 and State Highway 55 required in the "without" scenario. Combined, these maintenance projects cost \$19.1M.
Benefit-Cost Ratio	7.45	Benefit-Cost Ratio 7% discount rate for year 2040

A benefit-cost ratio over "1" is good. Therefore, it can be deduced from this analysis that the state projects on the NHS are a good value for the Treasure Valley.

Since projects on the interstate are significant for truck travel, additional analyses were conducted regarding how projects on these segments will affect travel throughout the region. These analyses included only the segments for which adequate data exist (Figure 27, marked in blue).

Analysis for Level of Truck Travel Time Reliability on the Interstate System

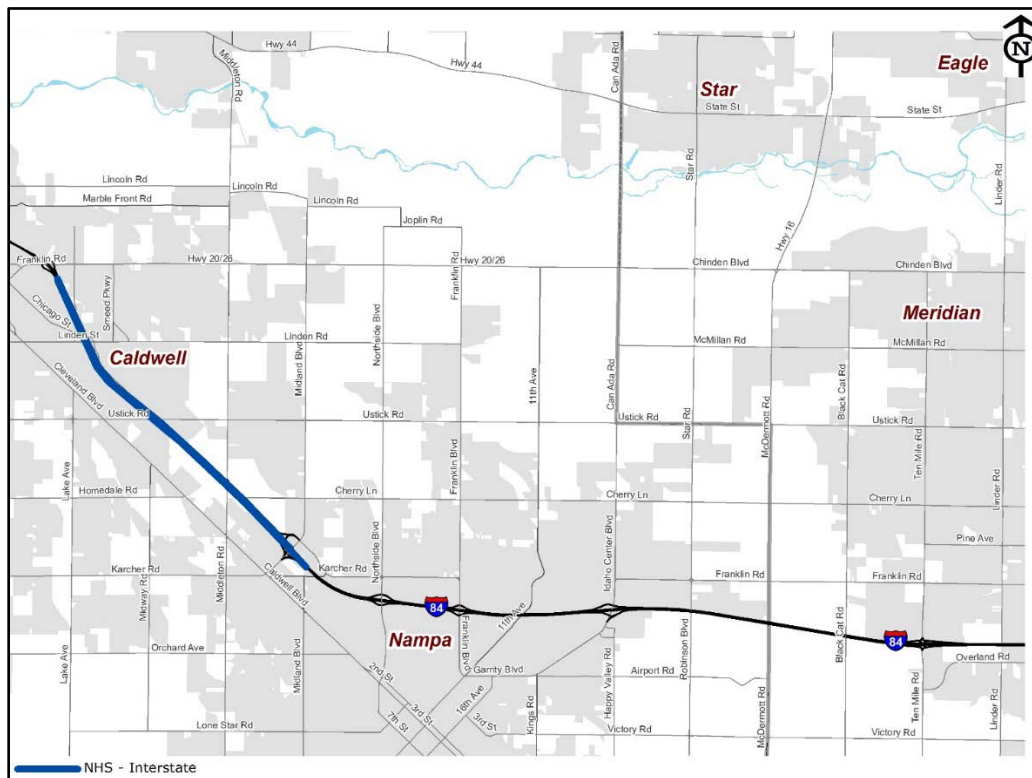


Figure 27: Interstate Project Segments

Travel Demand Forecast Model

COMPASS staff determined, through the travel demand forecast model, how scheduled projects on Interstate 84 (only) could benefit regional traffic flow. The model results below provide benefits to the overall system by adding only the specific corridors shown above. The population in Ada and Canyon Counties is forecasted to increase from 737,790 to 1,044,491 between 2020 and 2040.

Figure 28 demonstrates that VHT on the scheduled interstate segments would be reduced by constructing the projects. By 2025, VHT would be reduced by 630 hours. These segments would realize a reduction of VHT of 1,480 by 2040.

Figure 29 demonstrates that congestion is reduced completely by constructing the interstate segments. Even with a large population increase, the model shows no congested miles based on the configuration of the roadway.

Figure 30 again shows the opposite when demonstrating total VMT. By 2025, VMT increases by 26,300 miles. By 2040, VMT on these segments increases by 51,300 miles. The reason for the increase in VMT is because people are willing to drive further to take the less-congested route.

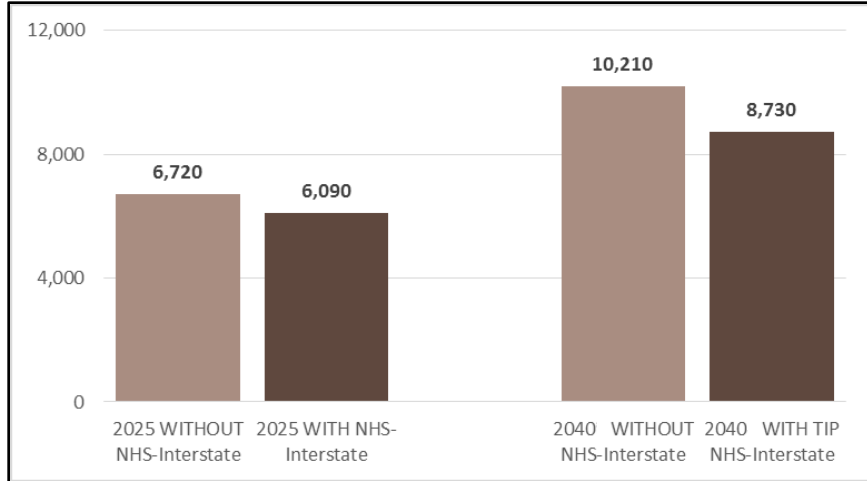


Figure 28: Vehicle Hours of Travel, Average Weekday, NHS Interstate Project Limits

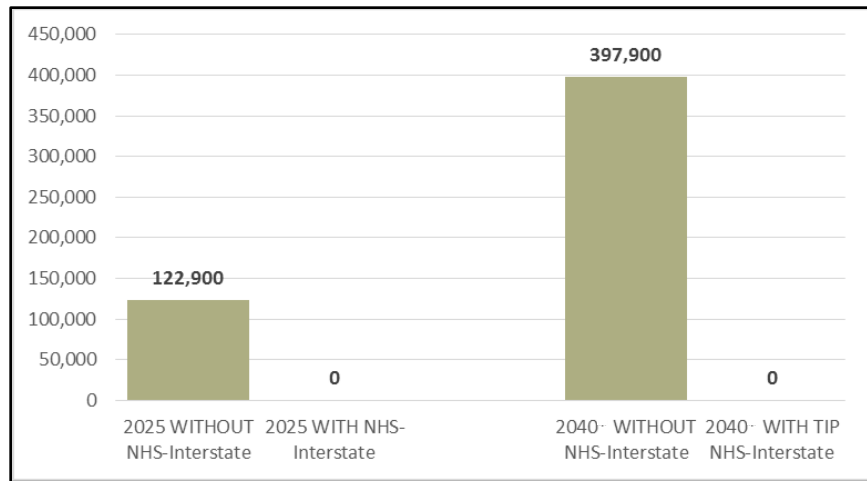


Figure 29: Congested Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits

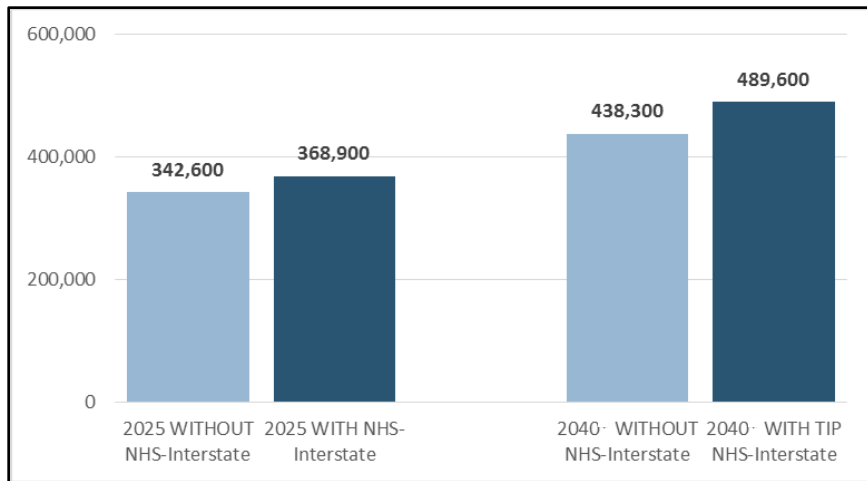


Figure 30: Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits

Crashes on the Interstate

As discussed for NHS projects (page 191), another aspect of determining reliability is the rate of vehicle crashes, since crashes cause delay and thus reduce reliability. The interstate system within the programmed segments experience a crash approximately every three days, on average.

Over 15% of crashes on NHS-State corridors between 2015 and 2019 occurred on Interstate 84 between Franklin Road in the City of Caldwell and State Highway 55/Karcher Road in the City of Nampa.

As projects are completed, COMPASS will report on how truck travel times and the reliability of travel on the interstate change in the [Congestion Management Annual Report](#)⁴⁵.

⁴⁵ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>.

APPENDIX E: HISTORICAL AND PROJECTED BUDGET DATA

Provides additional information about transportation agency budgets.

Tables 35 through 38 provide summarized information from FY2015 through FY2018 for agencies with roadway jurisdiction, as reported in the Road and Street Reports. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 35: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2015

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$2,203,705	\$94,153,479	\$95,104,871	(\$951,392)	\$0	\$1,252,313	\$0	\$1,252,313
Canyon	\$2,691,231	\$6,335,705	\$5,885,471	\$450,234	(\$381,293)	\$2,760,172	\$2,410,173	\$350,000
Golden Gate	\$465,377	\$1,966,555	\$1,981,072	(\$14,517)	\$0	\$450,860	\$400,000	\$50,860
Nampa	\$1,926,515	\$9,741,040	\$7,615,947	\$2,125,093	\$0	\$4,051,608	\$4,481,479	\$0
Notus-Parma	\$1,066,420	\$1,668,527	\$1,665,601	\$2,926	\$309,094	\$1,378,440	\$1,044,747	\$333,693
Cities								
Caldwell	\$985,198	\$5,786,607	\$5,546,041	\$240,566	\$325,337	\$1,551,101	\$0	\$0
Greenleaf	\$0	\$59,189	\$53,059	\$6,130	\$81,743	\$87,873	\$79,060	\$8,813
Melba	\$245	\$176,745	\$164,914	\$11,831	\$0	\$12,076	\$12,000	\$76
Middleton	\$515,421	\$2,343,739	\$2,073,186	\$270,553	\$0	\$785,974	\$735,974	\$50,000
Nampa	\$8,947,653	\$8,646,438	\$8,097,167	\$549,271	\$0	\$9,496,924	\$0	\$0
Notus	\$61,662	\$37,220	\$52,438	(\$15,218)	\$0	\$46,444	\$36,444	\$10,000
Parma	\$288,054	\$220,741	\$241,031	(\$20,290)	\$0	\$267,764	\$125,000	\$142,764
Wilder	\$57,097	\$217,485	\$223,365	(\$5,880)	\$0	\$51,217	\$51,217	\$0
Total	\$19,208,578	\$131,353,470	\$128,704,163	\$2,649,307	\$334,881	\$22,192,766	\$9,376,094	\$2,198,519

Source: 2015 Road and Street Report, Self-Reported, September 30, 2015.

Breakout of disbursements:

- Construction – 4.39%
- Reconstruction/General Maintenance – 55.55%
- Equipment – 11.73%
- Administration – 7.24%
- Other (property acquisition, design, etc.) – 21.09%

Table 36: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2016

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$1,252,313	\$105,197,558	\$90,099,462	\$15,098,096	\$0	\$16,350,409	\$16,350,409	\$0
Canyon	\$2,760,173	\$7,422,801	\$6,586,330	\$836,471	\$11,714	\$3,608,368	\$3,258,358	\$350,000
Golden Gate	\$450,860	\$2,234,584	\$2,135,265	\$99,319	\$0	\$550,179	\$500,000	\$50,179
Nampa	\$4,051,608	\$10,641,607	\$9,735,230	\$906,377	\$0	\$4,957,985	\$4,957,985	\$0
Notus-Parma	\$1,378,440	\$1,866,607	\$1,828,312	\$38,295	\$0	\$1,416,735	\$1,085,549	\$331,186
Cities								
Caldwell	\$1,551,101	\$9,406,153	\$8,127,477	\$1,278,676	\$0	\$2,829,777	\$0	\$0
Greenleaf	\$87,873	\$59,363	\$58,969	\$394	\$0	\$88,267	\$82,105	\$6,162
Melba	\$0	\$57,771	\$31,711	\$26,060	\$0	\$26,060	\$23,000	\$3,000
Middleton	\$87,713	\$1,694,063	\$1,666,340	\$27,723	\$0	\$115,436	\$0	\$27,723
Nampa	\$9,496,925	\$10,345,673	\$9,282,700	\$1,062,973	\$0	\$10,559,898	\$0	\$0
Notus	\$46,444	\$45,028	\$18,270	\$26,758	\$0	\$73,202	\$63,202	\$10,000
Parma	\$267,764	\$251,354	\$191,841	\$59,513	\$491	\$327,768	\$125,000	\$202,768
Wilder	\$51,217	\$215,019	\$149,252	\$65,767	\$0	\$116,984	\$116,984	\$0
Total	\$21,482,431	\$149,437,581	\$129,911,159	\$19,526,422	\$12,205	\$41,021,068	\$26,562,592	\$981,018

Source: 2016 Road and Street Report, Self-Reported, September 30, 2016.

Breakout of disbursements:

- Construction – 3.47%
- Reconstruction/General Maintenance – 55.11%
- Equipment – 10.13%
- Administration – 7.54%
- Other (property acquisition, design, etc.) – 23.76%

Table 37: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2017

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway District								
ACHD	\$16,350,410	\$110,148,015	\$98,169,591	\$11,978,424	\$0	\$28,328,834	\$28,328,834	\$0
Canyon	\$3,608,358	\$8,019,103	\$5,940,872	\$2,078,231	(\$539,214)	\$5,147,375	\$4,797,376	\$350,000
Golden Gate	\$550,179	\$2,449,293	\$2,392,335	\$56,958	\$0	\$607,137	\$557,000	\$50,137
Nampa	\$4,957,987	\$11,291,689	\$7,846,332	\$3,445,357	\$0	\$8,403,344	\$6,231,039	\$2,172,305
Notus-Parma	\$1,416,735	\$2,025,653	\$1,746,268	\$279,385	\$0	\$1,696,120	\$1,264,220	\$431,900
Cities								
Caldwell	\$2,829,777	\$6,589,570	\$6,021,119	\$568,451	\$0	\$3,398,228	\$0	\$0
Greenleaf	\$88,267	\$65,373	\$64,386	\$987	\$0	\$89,254	\$89,254	\$0
Melba	\$60	\$60,636	\$43,203	\$17,433	\$0	\$17,493	\$17,450	\$43
Middleton	\$87,713	\$1,330,947	\$1,308,735	\$22,212	\$0	\$109,925	\$109,925	\$0
Nampa	\$10,559,898	\$11,535,999	\$13,535,260	(\$1,999,261)	\$0	\$8,560,637	\$0	\$0
Notus	\$73,202	\$49,243	\$32,170	\$17,073	\$	\$90,275	\$78,275	\$12,000
Parma	\$327,768	\$262,870	\$211,276	\$51,594	\$142	\$379,504	\$125,000	\$254,504
Wilder	\$116,984	\$163,496	\$211,943	(\$48,447)	\$0	\$68,537	\$68,537	\$0
Total	\$40,967,338	\$153,991,887	\$137,523,490	\$16,468,397	(\$539,072)	\$56,896,663	\$41,666,910	\$3,270,889

Source: 2017 Road and Street Report, Self-Reported, September 30, 2017.

Breakout of disbursements:

- Construction – 1.85%
- Reconstruction/General Maintenance – 57.04%
- Equipment – 11.11%
- Administration – 8.06%
- Other (property acquisition, design, etc.) – 21.94%

Table 38: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$28,321,792	\$118,574,056	\$119,621,096	(\$1,047,040)	\$0	\$27,274,752	\$27,274,752	\$0
Canyon	\$5,147,376	\$8,401,567	\$7,746,586	\$654,981	\$124,027	\$5,926,384	\$5,576,384	\$0
Golden Gate	\$659,217	\$2,690,299	\$2,328,405	\$361,894	\$0	\$1,021,111	\$821,111	\$200,000
Nampa	\$7,641,833	\$12,039,325	\$12,114,769	(\$75,444)	\$0	\$7,566,389	\$5,052,219	\$2,514,170
Notus-Parma	\$1,696,120	\$2,101,721	\$1,762,958	\$338,763	\$0	\$2,034,883	\$1,659,983	\$374,900
Cities								
Caldwell	\$3,398,228	\$7,117,743	\$6,934,830	\$183,363	\$6,911	\$3,588,502	\$0	\$0
Greenleaf	\$89,254	\$99,075	\$57,820	\$41,255	\$0	\$130,509	\$130,509	\$0
Melba	\$0	\$59,638	\$45,661	\$13,977	\$0	\$13,977	\$10,000	\$3,977
Middleton	\$109,925	\$1,639,846	\$1,269,360	\$370,486	\$0	\$480,411	\$480,411	\$0
Nampa	\$8,560,637	\$11,637,254	\$12,282,188	(\$644,934)	\$0	\$7,915,703	\$0	\$0
Notus	\$90,275	\$224,083	\$229,780	(\$5,697)	\$0	\$84,578	\$72,578	\$12,000
Parma	\$379,504	\$266,604	\$233,479	\$33,125	\$1,829	\$414,458	\$125,000	\$289,458
Wilder	\$68,537	\$219,593	\$126,765	\$92,828	\$0	\$161,365	\$161,365	\$0
Total	\$56,162,698	\$165,070,804	\$164,753,697	\$317,557	\$132,767	\$56,613,022	\$41,364,312	\$3,394,505

Source: 2018 Road and Street Report, Self-Reported, September 30, 2018.

Breakout of disbursements:

- Construction – 1.32%
- Reconstruction/General Maintenance – 61.45%
- Equipment – 8.93%
- Administration – 6.51%
- Other (property acquisition, design, etc.) – 21.80%

Tables 39 through 44 provide summarized information projecting budgeting information for FY2020 - FY2025 extrapolated from the Road and Street Reports, using a five-year average of year-to-year changes in total income and total disbursement ratios.

The projections predict that some agencies will need additional funds to cover expected expenses, use reserve accounts, or remove projects in order to balance their budgets in the future.

Table 39: Projected – Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2020

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$132,138,081.77	\$128,541,851	\$3,596,231
	Canyon	\$10,400,671	\$12,002,199	(\$1,601,528)
	Golden Gate	\$4,017,950	\$3,102,037	\$915,913
	Nampa	\$14,673,746	\$11,397,281	\$3,276,465
	Notus-Parma	\$2,471,574	\$1,766,492	\$705,082
Cities	Caldwell	\$12,446,439	\$8,321,153	\$4,125,286
	Greenleaf	\$90,374	\$92,674	(\$2,300)
	Melba	\$94,273	\$51,677	\$42,596
	Middleton	\$1,618,834	\$1,410,287	\$208,547
	Nampa	\$12,271,931	\$11,223,325	\$1,048,606
	Notus	\$200,049	\$84,274	\$115,775
	Parma	\$297,081	\$294,467	\$2,614
	Wilder	\$161,774	\$152,069	\$9,706
	Total	\$190,882,777	\$178,439,785	\$12,442,992

Table 40: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$142,424,338	\$138,962,035	\$3,462,302
	Canyon	\$11,460,667	\$14,185,495	(\$2,724,828)
	Golden Gate	\$4,619,176	\$3,534,370	\$1,084,806
	Nampa	\$16,526,461	\$11,320,950	\$5,205,511
	Notus-Parma	\$2,651,666	\$1,963,269	\$688,397
Cities	Caldwell	\$14,793,573	\$9,198,539	\$5,595,034
	Greenleaf	\$103,741	\$96,617	\$7,124
	Melba	\$135,167	\$79,517	\$55,650
	Middleton	\$1,622,876	\$1,470,340	\$152,537
	Nampa	\$12,971,027	\$11,628,244	\$1,342,783
	Notus	\$256,062	\$107,871	\$148,192
	Parma	\$311,363	\$340,657	(\$29,294)
	Wilder	\$166,084	\$157,301	\$8,783
	Total	\$208,042,202	\$193,045,206	\$14,996,996

Table 41: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$153,511,325	\$150,226,928	\$3,284,397
	Canyon	\$12,628,695	\$16,765,951	(\$4,137,256)
	Golden Gate	\$5,310,366	\$4,026,958	\$1,283,408
	Nampa	\$18,613,102	\$11,245,131	\$7,367,971
	Notus-Parma	\$2,844,880	\$2,181,966	\$662,914
Cities	Caldwell	\$17,583,326	\$10,168,438	\$7,414,888
	Greenleaf	\$119,086	\$100,728	\$18,358
	Melba	\$193,801	\$122,356	\$71,445
	Middleton	\$1,626,929	\$1,532,950	\$93,979
	Nampa	\$13,709,949	\$12,047,771	\$1,662,178
	Notus	\$327,760	\$138,074	\$189,685
	Parma	\$326,331	\$394,093	(\$67,761)
	Wilder	\$170,509	\$162,714	\$7,795
	Total	\$226,966,058	\$209,114,057	\$17,852,001

Table 42: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$165,461,375	\$162,405,003	\$3,056,372
	Canyon	\$13,915,763	\$19,815,812	(\$5,900,048)
	Golden Gate	\$6,104,983	\$4,588,198	\$1,516,785
	Nampa	\$20,963,202	\$11,169,819	\$9,793,384
	Notus-Parma	\$3,052,173	\$2,425,026	\$627,147
Cities	Caldwell	\$20,899,167	\$11,240,603	\$9,658,565
	Greenleaf	\$136,700	\$105,014	\$31,686
	Melba	\$277,869	\$188,273	\$89,596
	Middleton	\$1,630,991	\$1,598,226	\$32,765
	Nampa	\$14,490,964	\$12,482,434	\$2,008,530
	Notus	\$419,532	\$176,735	\$242,797
	Parma	\$342,020	\$455,910	(\$113,890)
	Wilder	\$175,052	\$168,313	\$6,739
	Total	\$247,869,793	\$226,819,365	\$21,050,428

Table 43: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$178,341,675	\$175,570,289	\$2,771,386
	Canyon	\$15,334,005	\$23,420,467	(\$8,086,462)
	Golden Gate	\$7,018,502	\$5,227,658	\$1,790,844
	Nampa	\$23,610,028	\$11,095,011	\$12,515,017
	Notus-Parma	\$3,256,835	\$2,695,160	\$561,675
Cities	Caldwell	\$24,840,306	\$12,425,817	\$12,414,488
	Greenleaf	\$156,920	\$109,482	\$47,438
	Melba	\$398,404	\$289,703	\$108,702
	Middleton	\$1,635,063	\$1,666,281	(\$31,218)
	Nampa	\$15,316,472	\$12,932,779	\$2,383,693
	Notus	\$537,001	\$226,221	\$310,780
	Parma	\$358,462	\$527,424	(\$168,962)
	Wilder	\$179,716	\$174,104	\$5,612
	Total	\$270,983,390	\$246,360,398	\$24,622,993

Table 44: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$192,224,638	\$189,802,812	\$2,421,826
	Canyon	\$16,896,789	\$27,680,838	(\$10,784,049)
	Golden Gate	\$8,068,715	\$5,956,241	\$2,112,475
	Nampa	\$26,591,044	\$11,020,705	\$15,570,339
	Notus-Parma	\$3,494,146	\$2,995,386	\$498,759
Cities	Caldwell	\$29,524,659	\$13,736,002	\$15,788,658
	Greenleaf	\$180,130	\$114,141	\$65,990
	Melba	\$571,226	\$445,776	\$125,451
	Middleton	\$1,639,146	\$1,737,235	(\$98,088)
	Nampa	\$16,189,007	\$13,399,372	\$2,789,635
	Notus	\$687,362	\$289,563	\$397,799
	Parma	\$375,695	\$610,156	(\$234,461)
	Wilder	\$184,504	\$180,095	\$4,409
	Total	\$296,627,061	\$267,968,320	\$28,658,741

Table 45 provides historical budgets for VRT.

Table 45: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2015-2019

Fiscal Year	Beginning Net Position	Total Revenues	Total Expenses	Ending Net Position
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
2018	\$33,722,519	\$19,099,125	\$21,259,469	\$31,562,481
2019	\$31,562,481	\$18,806,417	\$19,729,298	\$30,639,600

*Required restatement of beginning Net Position due to implementation of GASB 68.
 Source: Valley Regional Transit Financial Statements FY2015-2019.

Table 46 includes inflationary factors for the overall budget projections from FY2021-2025 for VRT. It is anticipated that, if inflation affects the overall system as predicted, additional funding will be needed for operations as well as capital replacements in order to maintain current service levels.

Table 46: Projected - VRT Revenues and Expenses, FY2021 through FY2025

FY2021	Operations		Capital ¹		Unfunded
	Revenue	Expense	Revenue	Expense	
Regional Overhead and Operations	\$7,751,024	\$7,751,024	-	-	-
Large Urban	\$10,429,635	\$10,429,635	\$4,989,000	\$5,568,410	\$579,410
Small Urban ²	\$ 2,262,486	\$2,262,486	\$ 984,031	\$1,295,692	\$311,661
Total	\$20,443,145	\$20,443,145	\$5,973,031	\$6,864,101	\$891,070
FY2022					
Regional Overhead and Operations	\$7,891,949	\$7,983,555	-	-	-
Large Urban	\$10,672,192	\$10,711,235	\$2,730,000	\$5,735,462	\$3,005,462
Small Urban ²	\$2,303,591	\$2,323,573	\$548,000	\$1,334,563	\$786,563
Total	\$20,867,732	\$21,018,363	\$3,278,000	\$7,070,024	\$3,792,024
FY2023					
Regional Overhead and Operations	\$8,036,025	\$8,223,061	-	-	-
Large Urban	\$10,920,969	\$11,000,438	\$2,609,000	\$5,907,526	\$ 3,298,526
Small Urban ²	\$2,345,622	\$2,386,310	\$871,000	\$1,374,599	\$ 503,599
Total	\$21,302,616	\$21,609,809	\$3,480,000	\$7,282,125	\$ 3,802,125
FY2024					
Regional Overhead and Operations	\$8,183,331	\$8,469,753	-	-	-
Large Urban	\$11,176,134	\$11,297,450	\$2,485,000	\$6,084,752	\$3,599,752
Small Urban ²	\$2,388,603	\$2,450,740	\$806,000	\$1,415,837	\$609,837
Total	\$21,748,068	\$22,217,943	\$3,291,000	\$7,500,589	\$4,209,589
FY2025					
Regional Overhead and Operations	\$8,333,948	\$8,723,846	-	-	-
Large Urban	\$11,437,858	\$11,602,481	\$2,361,000	\$6,267,294	\$3,906,294
Small Urban ²	\$2,432,557	\$2,516,910	\$741,000	\$1,458,313	\$717,313
Total	\$22,204,364	\$22,843,237	\$3,102,000	\$7,725,607	\$4,623,607
Grand Total	\$106,565,92	\$108,132,498	\$19,124,031	\$36,442,447	\$17,318,416

Revenue and expense projections are subject to change.

¹ Capital projects based on annual averages.

² Small Urban unfunded capital is due to local shortfall.

Inflation is assumed as follows:

- Revenue
 - Local contributions increase 2.7% each year
 - Fare box and other revenue increases 3% each year
 - Federal contributions increase 1% each year
- Expenditures
 - Vehicle operations increase 2.7% each year
 - General operations increase 3% each year
 - Capital costs increase 3% each year

APPENDIX F: PRIOR YEAR PROJECTS

Provides a list of projects that are still active, but no longer have budgeted funds. Projects could still need additional funding or release excess funding throughout the life of this program.

Prior Year Projects

COMPASS Prior Year Projects

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
7238	STP-9463, INT FIVE MILE RD AND FAIRVIEW AVE, BOISE	3	2009	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	6,654,262.00
7826	US 20, CORRIDOR STUDY, JCT I-84 TO EAGLE RD	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	4,113,140.00
Study the US 20/26 corridor to recommend possible future improvements.							
7827	SH 44, CORRIDOR STUDY, JCT I 84 TO EAGLE	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,505,933.00
Study the SH 44 corridor to recommend possible future improvements.							
8821	LOCAL, THREE CITIES ITS, ADA CO	3	2014	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	3,875,680.00
9967	SH 55, MARSING TO NEW MEADOWS, CORRIDOR PLAN	3	2007	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	685,660.00
9968	US 95, OR LN TO NEW MEADOWS, CORRIDOR PLAN	3	2007	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	686,500.00
9969	SH 69, KUNA TO MERIDIAN, CORRIDOR PLAN	3	2009	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	248,500.00
9971	SH 45, JCT SH 78 TO NAMPA, CORRIDOR PLAN	3	2009	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	47,500.00
9972	US 20, PARMA TO CALDWELL, CORRIDOR PLAN	3	2008	Federal-Aid, Local Road System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	105,000.00
9973	SH 19, OR ST LN TO CALDWELL, CORRIDOR PLAN	3	2008	Federal-Aid, Local Road System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	129,340.00
10541	STP-8423, AMITY RD; ROBINSON RD TO KINGS CORNER, NAM	3	2014	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	9,336,377.35
11045	I 84, REGINA TO CLEFT, EB	3	2011	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	13,410,389.00
11350	TRANSIT, BSU BUS MTNCE FACILITY (FTA TRANSFER)	3	2016	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Development	543,000.00
Provides for a bus maintenance facility, park and ride lot, bus storage, and bus wash off the Boise State University campus.							
11386	TRANSIT, BOISE URBANIZED AREA	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	828,000.00
11582	SMA-9463, FIVE MILE RD; FRANKLIN TO FAIRVIEW AVE, BOIS	3	2013	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	9,899,339.91
Project includes construction work on Five Mile Road, not including the Fairview intersection. Widen to 5-lane section with shoulder, sidewalk, and railroad crossing improvements.							
11583	LOCAL, VRT BUS REPLACEMENT	3	2012	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	469,000.00
11588	US 20, BROADWAY BR, BOISE	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	21,939,721.00
12029	I 84, GOWEN RR BR EB, BOISE	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	48,718.95
12044	SH 55, EAGLE RD; FAIRVIEW AVE TO SH 44	3	2012	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,276,687.91
12046	SH 55, INT KARCHER & MIDDLETON RDS, NAMPA	3	2014	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	5,785,051.64
12062	STP-7403, FRANKLIN RD; TOUCHMARK WAY TO FIVE MILE RD	3	2011	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	4,217,076.19
12179	TRANSIT, CAPITAL LEASE OR PURCHASE/MAINT, NAMPA FY1	3	2015	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	180,000.00
Provide vehicle lease or purchase for fixed line, demand response, and support activities, and associated equipment and maintenance in the Nampa Urbanized Area. (Federal = \$769,438.)							
12204	TRANSIT, TREASURE VALLEY IDAHO TRANSIT FACILITIES - F	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Project Closed	975,000.00
12360	STC-3845, S ORCHARD ACCESS RD, RRX, ADA CO	3	2015	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	377,000.00
Add a railroad gate and signal at the South Orchard Access Road.							
12361	SH 19, RRXing EAST OF GREENLEAF	3	2012	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	179,689.10
12362	OFFSYS, PINTO RD RRX #819706P, W OF CALDWELL	3	2012	State Funded Program	CANYON HD Number 4	Project Closed	41,040.26
12364	LOCAL, FY15 TRANSIT VEHICLE PURCHASE, NAMPA	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	970,000.00
Provide up to six replacement vehicles in the Nampa Urbanized Area. Vehicles are currently leased.							

Prior Year Projects

COMPASS Prior Year Projects

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
12368	STP-7403, FRANKLIN RD; BLACK CAT TO TEN MILE, ADA CO	3	2016	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	12,219,732.00
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							
12379	I 84, GOWEN RR BR WB, BOISE	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	2,587.46
12383	SH 55, INT KARCHER RD & LAKE AVE, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,524,609.00
12886	US 95, JCT US 20/26 UPRR OPASS, CANYON CO	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	6,550,590.00
This project will reconstruct the roadway on Hwy-95 from Sand Road to Shelton Road just southeast of Parma and replace the two existing bridges over Hwy-20/26 and the Union Pacific Railroad tracks at milepost 9.8. The new bridges will include widened shoulders to accommodate pedestrians and bicyclists.							
13025	SH 55, INT MIDWAY RD, NR NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,935,634.00
13030	SH 45, DEER FLAT TO I 84 B, NAMPA	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	5,047,918.00
13050	STP-7220, STATE ST ITS, SH 16 TO 23RD, BOISE VRT	3	2012	Federal-Aid, Local Road System	ADA COUNTY HD	Development	250,378.00
13053	LOCAL, TRANSIT - NAMPA MAINTENANCE FACILITY	3	2012	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,305,795.00
13054	STC-7165, FARMWAY RD / HIGHWAY 44, PARMA HD #2	3	2017	Federal-Aid, Local Road System	NOTUS-PARMA HD Number 2	Project Closed	2,224,162.00
This project will repair a deteriorating truck bypass route by reconstructing approximately 0.62 miles of the Hwy 44 extension to Farmway Rd and improve the surface of approximately 0.87 miles of Farmway Road. It will include installation of guardrail on two concrete bridge crossings over canals.							
13055	NHS-7773, 10TH AVE BR, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Awarded (or equiv.)	3,435,949.00
Replace bridge on 10th Ave. over Indian Creek in Caldwell. Work includes a bicycle and pedestrian tunnel under the bridge.							
13057	I 84, MERIDIAN IC TO FIVE MILE RD	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	27,101,026.00
13059	SH 44, LINDER RD TO BALLANTYNE, EAGLE	3	2013	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	11,434,790.00
13387	SH 55, SNAKE RV BR, MARSING	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	17,964,245.42
This project will replace the existing bridge at mile post 2.605 over the Snake River on Hwy-55 at Marsing. The bridge is nearing the end of its service life. Improvements include widened shoulders and added sidewalks.							
13389	SH 45, SNAKE RV BR, WALTERS FERRY	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	6,857,423.00
This project will preserve the existing bridge over the Snake River on Hwy-45 at Walters Ferry (milepost 10.5) in Canyon County which is in critical condition due to scour, i.e., the water has flushed away the streambed to the point where some of the bridge piles are not embedded deep enough. Improvements include repairing and replacing expansion joints, scour mitigation, repair of pier walls, and a concrete overlay for the deck.							
13463	SH 44, JCT I 84 TO STAR	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	7,382,644.00
This project will rehabilitate Hwy-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts.							
13464	I 84, FY17 D3 PAVEMENT STRIPING	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,366.77
This project will re-paint pavement striping on sections of I-84 that have been deemed unsafe due to fading. Pavement markings are necessary to maintain traveler safety.							
13475	SH 55, INT KARCHER RD & INDIANA AVE, CANYON CO	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	2,658,878.00
13479	LOCAL, FY17 CAPITAL MAINTENANCE, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	7,310,006.62
Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. More details can be found in ACHD's Design and Construction Review online: http://www.achdidaho.org/Projects/DCR/DCR.pdf							
13480	LOCAL, FY14 CAPITAL MAINTENANCE, BOISE, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	986,000.00
13481	STP-7220, INT STATE ST & COLLISTER DR, BOISE	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	13,819,274.00
Intersection improvements at State Street and Collister Drive in the City of Boise.							
13482	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	619,951.43
For replacement transit bus or replacement transit facility in 2018.							

Prior Year Projects

COMPASS Prior Year Projects

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
13486	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	1,506,500.00
Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. The project is located on STP-8423 between mile points 1.299 and 1.921.							
13489	LOCAL, INT IMPROVEMENTS, CANYON HD #4	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Project Closed	676,423.37
13492	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	4,859,225.00
Improve the intersection at Linder Road and Deer Flat Road in Kuna, including curb, gutter, sidewalk, and bike lanes. The project is located on SMA-7169 at mile point 101.495.							
13509	LOCAL, FY13 MAINTENANCE SET ASIDE, VRT	3	2013	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	669,709.00
13510	LOCAL, FY15 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	556,000.00
For replacement transit bus or replacement transit facility in FY2015.							
13511	LOCAL, FY16 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,368,906.00
For replacement transit bus or replacement transit facility in FY2016.							
13512	LOCAL, WEST PEDESTRIAN BR, GARDEN CITY	3	2014	Federal-Aid, Local Road System	GARDEN CITY	Project Closed	963,326.11
13514	LOCAL, GARDEN CITY TO AMERICANA GREENBELT, BOISE	3	2016	Federal-Aid, Local Road System	BOISE, CITY OF	Awarded (or equiv.)	3,707,308.99
Construct a new 12-foot wide paved pathway south of the Boise River to fill a significant 4,100 linear foot gap in the greenbelt system. The pathway will extend from Main Street (Joe's Crab Shack) to Ann Morrison Park at Americana Boulevard to serve pedestrians.							
13820	OFFSYS, NATURES WOOD DUCK ISLAND TRAIL RESTORATIO	3	2014	Federal-Aid, Local Road System	ADA COUNTY	Project Closed	124,400.68
13902	LOCAL, FY17 CAPITAL MAINTENANCE, VRT, BOISE	3	2017	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	287,000.00
For replacement transit bus or replacement transit facility in FY2017 in the Boise Urbanized Area.							
13903	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	6,178,202.00
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 Rd., Enterprise St. to Production St.; Annett St., Victory Rd. to Targee St.; Boise Ave., Leadville Ave. to Gekeler Lane; Division Ave., Enterprise St., Amity Rd. to Commerce Ave.; Latah St., Overland Rd. to Alpine St. ; and Fairview Ave., Locust Grove Rd. to Cloverdale Rd.							
13904	LOCAL, FY19 ACHD RIDESHARE, CANYON CO	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	55,000.00
This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program.							
13906	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	159,000.00
Replace public transportation bus or facility in the Nampa Urbanized Area.							
13907	LOCAL, FY16 CAPITAL MAINTENANCE, ACHD	3	2016	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	512,510.00
Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. More details can be found in ACHD's Design and Construction Review online: http://www.achdidaho.org/Projects/DCR/DCR.pdf							
13912	LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	328,000.00
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.							
13916	LOCAL, DRY CR TRAIL, EAGLE	3	2018	Federal-Aid, Local Road System	EAGLE	Awarded (or equiv.)	504,954.82
Provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle. It will connect the Dry Creek Pathway and the northeast side of the City of Eagle with the Eagle Island Pathway system.							
13931	SH 45, NORTHSIDE BLVD TO GRANT ST, CANYON COUNTY	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	5,031,452.00
13941	US 20, INT CHINDEN & LOCUST GROVE RD, ADA CO	3	2017	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Project Closed	1,242.15
13952	US 95, BOISE RIVER BRIDGE HYDRAULIC STUDY	3	2019	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	287,220.00
This project will complete a hydraulic study of the Boise river south of Parma. This study will determine river flows up and down stream of the existing bridge and evaluate the erosion and deposits taking place at this location. This report will then provide recommendations strategies on how best to mitigate hydraulic issues up to and including bridge replacement.							
13954	I 84B, FY15 8 ADA RAMPS, NAMPA	3	2015	State Funded Program	NAMPA	Project Closed	53,500.00
Provides for Americans with Disabilities Act (ADA) ramp improvements at eight locations on I-84B (Garrity Boulevard) in Nampa.							

Prior Year Projects

COMPASS Prior Year Projects

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
13959	SMA-8323, GREENHURST RD SIGNALS, NAMPA	3	2016	Federal-Aid, Local Road System	NAMPA	Project Closed	336,270.73
This project will install Road signals on Greenhurst Rd. in the city of Nampa. This project will Install Signal Controllers, Cabinets, Flashing Yellow Left Turn Arrow Heads (FYLTA), Pedestrian Crossing Countdown Heads, Automatic Pedestrian Signals (APS) and Upgrade Existing Street Lights. This will improve the overall traffic flow and protected left hand turn movements.							
14344	LOCAL, S MIDLAND BLVD PEDESTRIAN SIGNAL, NAMPA	3	2017	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	189,462.00
This project will place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection.							
14363	LOCAL, DEER FLAT BICYCLE /PEDESTRIAN PLAN, CANYON C	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Development	230,000.00
18694	LOCAL, TVTOM AND ITS PLAN UPDATE, COMPASS	3	2019	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	226,496.00
This study is an update to the Treasure Valley ITS and operations strategic plan and ITS architecture, and will include a comprehensive update of the existing conditions assessment, regional ITS inventory, vision, operational concept, implementation plan,							
18717	STP-7343, CHERRY LN; N LINDER TO N MERIDIAN RD LIGHTIN	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	450,573.00
18728	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	4,718,547.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors within the Boise Urbanized Area.							
18830	I 84, SIGN STRUCTURES, EXITS 26 AND 27	3	2018	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Project Closed	851,601.28
The I-84; SIGN STRUCTURES, EXITS 26 AND 27 project located in Canyon County will replace ground mounted signs adjacent to the highway with overhead sign structures to improve safety.							
18833	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	583,000.00
Completes the SH-55 (Eagle Road) corridor with adaptive signals in order to help address heavy volumes of traffic.							
18838	OFFSYS, MILL CR ELEM SCHOOL SR2S, GREATER MIDDLETO	3	2017	Federal-Aid, Local Road System	MISCELLANEOUS	Awarded (or equiv.)	324,500.00
This project includes a 12-foot pathway from Cornell Street to Mill Creek Elementary. It will cross a new bridge and connect to a pathway to Johnson Park Estates and the back entrance to Mill Creek Elementary. An eight-foot pathway will also be construct							
18841	SH 55, INT FARMWAY RD & KARCHER RD, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,065,950.00
This project on Hwy-55 (W. Karcher Road) will rebuild, widen, and signalize the intersection with Farmway Road at milepost 10.6 in Canyon County. Turn lanes will also be added.							
18847	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,316,999.78
Replace public transportation bus or facility in FY 2019 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.							
18852	US 20, INT FARMWAY RD, CANYON CO	3	2018	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Project Closed	569,351.00
Add a left turn lane on east-bound US-20/26 to north-bound Farmway Rd., add flashing beacon to existing warning signs and realign the intersection to make 90 degrees on all four legs.							
18867	STP-8463, E GREENHURST RD, STODDARD PATH SIGNALS, N	3	2016	Federal-Aid, Local Road System	NAMPA	Project Closed	255,467.00
This project will install pedestrian and bicycle safety improvements at the Stoddard Pathway crossing at East Greenhurst Road. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, pathway re-alignment, lighting, crosswalk.							
18872	SH 16, INT BEACON LIGHT RD	3	2018	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,455,697.00
This project will improve the safety at the intersection of Hwy-16 and Beacon Light Road. Safety improvements include adding a signal and widening the intersection.							
18950	SH 44, CANYON CANAL BR, MIDDLETON	3	2019	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,667,447.00
The SH-44; CANYON CANAL BRIDGE project located east of Duff Lane in the City of Middleton in Canyon County will replace the existing bridge, including curbs, gutters, sidewalks, and railings.							
18954	OFFSYS, HEIGHTS ELEM SCHOOL SR2S, MIDDLETON	3	2016	Federal-Aid, Local Road System	MIDDLETON	PS&E (or equiv.)	339,000.00
This project will add missing segments of sidewalk that lead to Heights Elementary on the west side of Cemetery Road in Middleton.							
19047	I 84, SAND HOLLOW IC # 17, CANYON CO	3	2017	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	4,098,176.00
This project on I-84 will replace the structurally deficient bridge over Oasis Road at Exit 17 in Sand Hollow. The project will also address safety concerns with the lengths and alignments of interchange ramps. The current lighting will also be assessed.							
19057	LOCAL, ROLLING STOCK, INFRASTRUCTURE AND TECHNOLO	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,243,747.00
Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area.							

Prior Year Projects

COMPASS Prior Year Projects

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
19065	STP-8423, LAKE LOWELL AVE, WILSON PATH SIGNAL, NAMPA	3	2017	Federal-Aid, Local Road System	NAMPA	Project Closed	267,000.00
This project will install pedestrian and bicycle safety improvements at the Wilson Pathway crossing at Lake Lowell Avenue in Nampa. Improvements include a pedestrian activated HAWK signal, wheelchair accessible ramps, sidewalk modifications with guardrail							
19071	LOCAL, FY19 COMPASS METRO PLANNING	3	2019	Federal-Aid, Local Road System	COMPASS	Project Closed	1,482,969.99
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.							
19180	US 20, BROADWAY BR GIRDERS, BOISE	3	2015	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Project Closed	3,118,590.00
This project has been split out of KN 11588 to pre-order steel girder and H piles before the actual bridge contract will be in place, to stay on schedule.							
19181	US 20, BROADWAY BR, CHRIST CHAPEL MITIGATION	3	2015	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Project Closed	306,785.00
The Christ Chapel Mitigation required prior to Broadway bridge construction.							
19258	LOCAL, FY20 COMPASS METRO PLANNING	3	2020	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	1,529,435.57
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.							
19289	I 84, FIVE MILE RD TO ORCHARD RD & RAMPS, BOISE	3	2017	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,146,038.00
This project will diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on the mainline of I-84 from milepost 48.1 to milepost 51.3 including all ramps for the flying WYE and the Cole Interchange. Other improvements include partial concrete slab replacement and joint repair.							
19345	STATE, I 84 AND SH 21 BRIDGE REPAIRS	3	2017	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,361,227.00
This project will provide bridge deck preservation and preventative maintenance to the bridges, bridge approaches and guardrail in various locations throughout District 3.							
19387	SMA-7563, OVERLAND RD & VISTA AVE LIGHTING, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	126,324.00
This project will install street lighting on the north and east legs of the Boise Overland Rd. and Vista Ave. intersection, in order to improve driver safety and reduce night crashes. The current intersection has segments that are not lighted and contains a higher crash rate at night. This project safety measure has a crash reduction factor of 37%.							
19389	LOCAL, FY21 COMPASS PLANNING (3)	3	2020	Federal-Aid, Local Road System	COMPASS	Development	232,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
19396	SH 45, 12TH AVE S; SHERMAN TO DEWEY BEACONS, NAMPA	3	2017	Federal-Aid, Local Road System	NAMPA	Project Closed	312,140.00
This project will install Pedestrian Hybrid Beacon, Lighting, Automatic Pedestrian Signals, Pedestrian Curb ramps and Signage and Striping in Nampa on 12th Avenue South (Hw-45) between Sherman Ave. and Dewey Ave. These improvements will increase driver awareness and protect pedestrians and bicyclists.							
19414	SH 55, PRIDE LN TO MIDDLETON RD, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,803,851.85
This project will restore the pavement on SH-55 from milepost 7.1 to Middleton Road (milepost 15.6) by milling off the old surface and inlaying a new one. In addition, shoulders and drainage will be addressed.							
19415	US 20, INT NORTHSIDE RD, CANYON CO	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	398,034.00
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 Blvd and Franklin Blvd.							
19417	OFFSYS, FRIENDS RD RRX, GREENLEAF	3	2017	State Funded Program	GREENLEAF	Awarded (or equiv.)	65,000.00
Remove existing crossing material (Asphalt/Gravel) and Install new insulated concrete planking. Install new rail crossing signs.							
19442	I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS	3	2019	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,967,123.00
Rehabilitate six bridges on I-84 in Ada and Canyon Cos. at: Sand Hollow Rd. crossing, Franklin Rd., Galloway Rd, Purple Sage Rd., SH-44 (Middleton), and US-20 (Parma), as well as 5 additional bridges outside of the COMPASS Planning Area.							
19461	OFFSYS, ACADEMY RD BVRR RRX, GREENLEAF	3	2018	Federal-Aid, Local Road System	GREENLEAF	Awarded (or equiv.)	60,600.00
Remove existing crossing material (Asphalt/Gravel) and Install new insulated concrete planking. Install new rail crossing signs.							
19521	LOCAL, FY20 ACHD COMMUTERIDE	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	275,000.00
This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program.							
19589	I 84, FRANKLIN RD (CALDWELL) TO FRANKLIN BLVD (NAMPA)	3	2017	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Project Closed	9,457,446.00
This project is to mill/inlay/overlay the existing pavement. New crossovers may be needed, ramp maintenance at Northside and Franklin, and maintaining bridge clearances are included within the project. The shoulders will receive an overlay.							

Prior Year Projects

COMPASS Prior Year Projects

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
19600	SH 45, 12TH AVE S; 10TH ST S TO 12TH ST S, NAMPA	3	2017	Federal-Aid, Local Road System	NAMPA	Project Closed	330,406.00
This project will install Pedestrian Hybrid Beacon, Lighting, Automatic Pedestrian Signals, Pedestrian Curb ramps and Signage and Striping in Nampa on 12th Avenue South (Hw-45) between 10th Street South and 12th Street South. These improvements will increase driver awareness and protect pedestrians and bicyclists.							
19602	I 84, US 20/26 TO SAND HOLLOW IC, CANYON CO	3	2017	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	8,167,549.00
This project will rehabilitate I-84 from the intersection with US 20/26 to the Sandhollow Interchange to address cracking and poor road conditions. The existing pavement will be milled off and new asphalt laid down. Improvements includes the use of a stress absorbing fiberglass mat layer.							
19627	SH 19, ROEDEL AVE BVRR RRX, CALDWELL	3	2018	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	633,000.00
This project is sponsored by ITD to add cantilever signals and improve the crossing surface for the entire length of the crossing.							
19645	US 95, OREGON ST LN TO WILDER SCL	3	2019	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,932,225.00
This project will sealcoat US-95 from the Oregon State Line (milepost 0) to milepost 38.4 to preserve this section of roadway in good condition.							
19685	STP-7073, COLE RD; SPECTRUM TO CENTURY WAY MEDIANS	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	383,682.06
This project will install a raised concrete median to replace the existing temporary median in Boise on Cole Road between Spectrum Street and S Century Way. The temporary median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median, the left turn pockets and reduce crashes.							
19709	SH 44, I 84 TO JCT SH 55 NORTH, CANYON & ADA CO	3	2019	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,330,648.00
A sealcoat will preserve this section of roadway in fair condition.							
19727	US 20, MYRTLE, FRONT, BROADWAY RESURFACING, BOISE	3	2017	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,610,485.59
This project will restore the pavement on US-20 from milepost 48.13 to milepost 52.12 in downtown Boise by milling off the old surface and inlaying a new one.							
19766	LOCAL, FY20 COMPASS PLANNING	3	2020	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	331,000.00
Assist COMPASS in meeting federal transportation planning responsibilities.							
19772	STATE, MERIDIAN MAINTENANCE YARD REPLACEMENT FACI	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,052,428.00
During the design stage of the Meridian Interchange (GARVEE-funded) project ITD received approval from FHWA to replace the maintenance facilities that currently exist at the Meridian Yard in-kind at another location. This action will take longer than the GARVEE program will be open, so a new project is being set up to manage these funds separately.							
19783	STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND T	3	2019	Federal-Aid, State Highway Syste	ADA COUNTY HD	Development	5,378,000.00
Complete safety improvements and pavement rehabilitation on Bogus Basin Rd from milepost 9 to Bogus Basin Mountain Recreation Area (MP 16.2) and add a trailhead to support recreational use of Boise National Forest lands. The purpose of this project is to improve public and federal agencies' access to the Boise National Forest.							
Anticipated improvements include a mill and overlay consisting of Superpave asphalt, new concrete curbing, guardrail/barrier extensions/replacements, additional signage, and modifying and improving drainage. In addition, the project will create a new trailhead, which will include a new ingress/egress point from Bogus Basin Rd, the parking area, and a comfort station.							
19803	LOCAL, BICYCLE PARKING MAIN ST STATION, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	49,110.00
This project will purchase bike racks, bike repair equipment, security infrastructure, and tenant improvement furnishings for a secure inside bike storage.							
19814	I 84, KARCHER IC, NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,685,904.10
The I-84; KARCHER INTERCHANGE IMPROVMENTS project in the City of Nampa in Canyon County will improve safety and congestion at the Karcher Interchange							
19847	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	514,553.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.							
19856	SH 19, OREGON ST LN TO CALDWELL	3	2019	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,061,816.00
This project is for a seal coat and pavement markings on SH-19 from the Oregon State Line (milepost 0) to Homedale (milepost 4.346) and from the Jct with US-95 (milepost 9.070) to Farmway Rd in Caldwell (milepost 19.056).							
19874	I 84, BLACKS CR RD IC, ADA CO	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	15,714,051.00
Replace the Blacks Creek Interchange at I-84 in Ada County and upgrade the ramps to meet the standards for an 80 mph speed limit. The bridge was originally built in 1962.							
19875	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	612,000.00
This project will install crossing signals and gates at the North Linder railroad crossing in Meridian. The project is located on SMA-9773 at mile point 11.329.							

Prior Year Projects

COMPASS Prior Year Projects

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
19887	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	2,273,912.00
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.							
19944	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	18,223,224.00
The US 20/26 Chinden Expansion project is located in Ada County on Chinden Road between Locust Grove and Eagle Road. The project will add an additional westbound and eastbound lane to improve mobility and reduce crashes along the corridor. The project is located between mile points 39.22 and 40.22.							
19965	SH 69, KUNA TO MERIDIAN	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	4,137,252.00
The SH-69; Kuna to Meridian project located in Ada county will resurface the pavement to preserve the structural capacity of the existing roadway. Signals will be added at Lake Hazel and Hubbard Lane.							
19997	SH 69, SIGNAL INSTALLATION AT HUBBARD & LAKE HAZEL	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	961,900.00
The project is located near the city of Kuna in Ada County and will signalize two intersections at Lake Hazel Road and Hubbard road to improve safety.							
20003	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	2,199,734.00
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 St., Cole Rd. to Orchard St.; Orchard St., Overland Rd. to Franklin Rd. (subject to change). More details can be found in ACHD's Design and Construction Review Online.							
20014	SMA-3683, S BLACK CAT RD UPRR RRR, ACHD	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	314,900.00
This project will install crossing gates and signals at the railroad crossing on South Black Cat Rd.							
20046	LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	331,000.43
Replace vans used in the Commuteride system in FY2019 in the Boise Urbanized Area.							
20063	OFFSYS, AVENUE E; 4TH ST TO MAIN ST, KUNA	3	2017	Federal-Aid, Local Road System	KUNA	Project Closed	582,833.00
20076	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Awarded (or equiv.)	555,555.56
This project will construct a nearly half-mile long 10-foot wide multiple-use asphalt and concrete pathway along Indian Creek , build two (2) pedestrian bridges Indian Creek, build a crosswalk over Simplot Blvd., and construct lighting along the entire pathway system.							
20091	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	503,737.00
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 St. to Broxon St.; Elder St., Owyhee St. to Vista Ave.; and Owyhee St., Elder St. to Cherry Lane (subject to change). More details can be found in ACHD's Design and Construction Review online.							
20095	LOCAL, BOISE STATE UNIVERSITY SECURE BIKE FACILITIES	3	2018	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Development	115,000.00
Construct a secured bike parking area for public access on the edge of the Boise State University campus.							
20141	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAM	3	2019	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	598,353.00
This project will construct approximately 633 feet of 8-foot-wide, multi-use, asphalt trail for Indian Creek Pathway.							
20143	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	3	2020	Federal-Aid, Local Road System	KUNA	Awarded (or equiv.)	2,000,694.00
Extend streetscape improvements along Main Street from Avenue C to Avenue A in the City of Kuna. Improvements include road rehabilitation, crosswalks, bulb- outs (pedestrian refuges) at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. The project is located on SMA-7179 between mile points 0.87 and 1.015.							
20167	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	3	2019	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	647,374.00
The project will install a traffic signal at the intersection of Smith Avenue and Middleton Road. The project will install crash reduction countermeasures to increase driver awareness, protect pedestrians, improve intersection efficiency and enhance vehicle safety. Improvements include a traffic signal, pedestrian facilities, street lighting, lane widening and the installation of turn lanes.							
20173	LOCAL, FY17/18, COMMUTER VAN REPLACEMENT, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	315,130.00
20203	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,831,376.00
This project located in Ada and Elmore counties will sealcoat the pavement surface to improve ride quality and extend the pavement lifespan. The project is located on I-84 between mile points 59.52 and 70.22.							
20220	LOCAL, FY18 COMMUTERIDE VAN REPLACEMENTS	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	306,496.87
Replace vans used in the Commuteride system in the Boise Urbanized Area.							

Prior Year Projects

COMPASS Prior Year Projects

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20225	SH 45, DEER FLAT TO I-84B MICROSEAL, NAMPA	3	2017	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	966,380.00
Micro seal SH 45 from Deer Flat road to 3rd St in downtown Nampa.							
20249	LOCAL, SAFETY IMPRV AT 62 INTERSECTIONS, GOLDEN GAT	3	2018	Federal-Aid, Local Road System	GOLDEN GATE HD	Awarded (or equiv.)	50,000.00
This project includes the following safety improvements: Install larger stop signs (30" to 36"), Install stop bars (stop bar on minor roads and short segments of centerline), Install advance warning signs (30" to 36").							
20267	SH 55, MARSING TO NAMPA-CALDWELL BLVD	3	2018	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Project Closed	1,153,264.00
This project located near the City of Marsing in Canyon County will sealcoat the pavement surface to improve ride quality and extend the pavement lifespan							
20275	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	490,054.00
This project will install additional street lighting on State Street, between 16th Street and 23rd Street. The segments of the street in between the intersections are not lighted and have a higher nighttime crash rate than the lighted segments.							
20288	I 84, E BOISE POE LICENSE PLATE READERS, ADA COUNTY	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	500,000.00
Install license plate readers on the east and west bound lanes of the Boise port of entry to allow faster truck movement through the port for trucks not compatible with weigh-in-motion technology. The project includes changeable message signs for information and direction.							
20294	LOCAL, INT COLE RD AND OVERLAND RD, BOISE	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	1,492,720.00
Install signal-controlled right turn lanes on each leg of the Cole Rd and Overland Rd intersection in Boise and install ramps and crosswalks.							
20315	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Development	15,480,612.00
Expand I-84 to three lanes in each direction between the Karcher Interchange (Midland Blvd.) and Franklin Blvd. in the City of Nampa. Individual construction projects will be identified once the phasing is determined. Projects are funded using INFRA grant, with State funds used as tapered match.							
20351	I 84, CALDWELL TO KARCHER, CANYON CO	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Development	3,970,000.00
Environmental study only; design and construction projects are split out from this key.							
20594	US 20, LINDER TO LOCUST GROVE, EAGLE	3	2020	State Funded Program	PRIVATE	Development	893,832.00
This project can be built in two Phases or a single Phase at the discretion of the Developer using State Tax Anticipated Revenue. This widening project is located in Ada County on Chinden Road between Linder Road and Locust Grove Road. The project will alleviate congestion and improve safety by adding an additional westbound and eastbound lane. The scope also includes improvement to the existing standard intersections. The project is located on US-20 between mile points 37.258 and 39.225.							
20613	SMA-8383, INT LONE STAR & MIDDLETON RD	3	2020	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	2,655,920.00
The Lone Star Road & Middleton Road Intersection Improvement project is located in the City of Nampa in Canyon County will improve commuter and pedestrian/bike safety and will improve traffic flow with the installation of a traffic signal and sidewalk to reduce/eliminate serious injury crashes and fatalities. The project is located on SMA-8383 between mile points 3.8 and 4.2.							
20639	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	3	2020	Federal-Aid, Local Road System	BOISE, CITY OF	Awarded (or equiv.)	215,000.00
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.							
20796	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,832,340.00
Reconstruct and widen the eastbound and westbound shoulders on I-84 from the Karcher/Midland interchange to the Franklin interchange (MP 33.10 – 36.50) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects.							
20797	I 84, KARCHER OVERPASS, NAMPA	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,033,846.00
Demolish and reconstruct the Karcher Road Overpass at I-84 MP 33.97. The existing 5-span bridge will be replaced with a 2-span bridge to allow widening of I-84. The new bridge will have two travel lanes with a shoulder on the southeast side, bike lane and sidewalk on the northwest side. The project includes minor roadway reconstruction for the approaches on each side of the bridge.							
20798	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	76,912,718.49
Reconstruct and widen I-84 from the Northside interchange to the Franklin interchange (MP 34.26 – 35.98). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Northside and Franklin interchanges. This project includes replacement of the Mason Creek Culvert under I-84 just west of the Franklin IC with a 12' x 13' concrete box culvert; replacement of the twin I-84 over UPRR/PID bridges with one single-span concrete box beam bridge; and full reconstruction of the Northside IC. The new Northside IC will be a SPUI IC with one single-span hybrid steel girder I-84 bridge over Northside Boulevard.							

Prior Year Projects

COMPASS Prior Year Projects

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20799	I 84, KARCHER IC TO NORTHSIDE BLVD	3	2020	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	29,192,188.00
Reconstruct and widen I-84 from the Karcher/Midland interchange to the Northside interchange (MP 33.19 – MP 34.26). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Karcher and Northside interchanges.							
20842	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPAS	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	12,483,350.00
Widen Cloverdale Rd. from Camas Dr. to Trutina Ave. from two lanes to 5 lanes with curb, gutter, sidewalk, and bicycle lanes in accordance with ACHD's Capital Improvement Plan. Replace the bridge and update the structure to current standards to include 4 travel lanes, standard shoulders, and bicycle and pedestrian facilities. The bridge will have 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.							
21906	SH 55, PEAR LANE TO MIDDLETON RD, CANYON CO	3	2019	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,752,100.00
This project will evaluate the environmental impacts as a result of widening from two to five lanes within this corridor which extends from Sunny Slope to Middleton Rd.							
21913	LOCAL, BSU COVERED BIKE FACILITY	3	2019	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	PS&E (or equiv.)	38,000.00
Construct one covered bicycle parking facility on the Boise State University campus. The covered parking shelters provide shelter from the sun, rain, and snow.							
21968	SH 21, MORES CR BR ASSET PLAN	3	2020	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Development	275,000.00
This project will develop a Bridge Asset Management Plan for the high replacement cost Mores Creek bridge on SH-21 at milepoint 17 in Ada Co.							
22029	LOCAL, FY19 CANYON CO SR2S COORDINATOR & ACTIVITIES	3	2019	Federal-Aid, Local Road System	MERIDIAN	Awarded (or equiv.)	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22030	LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22034	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Development	3,000.00
Upgrade signals at the Midland Blvd. Union Pacific Railroad crossing.							
22050	LOCAL, STODDARD PATH EXT PH 1, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	532,783.00
The Stoddard City Pathway (Iowa to Amity) project is an extension of the existing Stoddard Pathway located in Nampa, Canyon County. The current Stoddard Pathway is approximately 2-miles and connects neighborhoods to parks and schools in southeast Nampa. This extension would add approximately ½- mile to the paved trail starting at Iowa Avenue and ending at Amity Avenue.							
22070	LOCAL, STODDARD PATH EXT PH 2, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	539,066.00
The purpose of this project is to extend the Stoddard Pathway from Amity Avenue to Sherman Avenue. The Stoddard City Pathway (Amity to Sherman) extension will provide a safe route to Sherman Elementary, which is one of Nampa's highest needs school. Students and pathway users will be able to utilize an existing crosswalk with a Rapid Flashing Beacon at the Amity Avenue crossing. The project will also tie into the proposed Stoddard City Pathway (Iowa to Amity), creating approximately 2 and ¼ miles of continuous trail.							
22076	OFFSYS, GRIMES CITY PATHWAY, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	264,400.00
This project is on the Grimes Pathway between Birch Ln. and Karcher Rd and between Franklin Rd. and 11th Ave. It is located in Nampa, Canyon County. The southern section of the project begins on Karcher Rd. and extends northeast between McDonagh Park and the railroad. The northern section of the project begins by connecting to the existing Grimes Pathway in Sunset Oaks Park and extends north to Birch Ln							
22154	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON C	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Development	5,804,298.00
Rebuild Middleton Rd. and Ustick Rd. overpasses at I-84 in Canyon Co. 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).							
22180	LOCAL, BICYCLE AND PEDESTRIAN DATA BIKE, COMPASS	3	2019	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	7,000.00
A Technology Transfer (T2) grant to purchase an electric cargo bicycle with special equipment (video camera and phone-based measurement tools) to collect pavement conditions on pathways and bicycle lanes to supplement maintenance data for these systems.							
22460	SH 19, BVRR RRX, GREENLEAF	3	2020	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Development	10,000.00
This project will install cantilever gates and lights at the crossing in Greenleaf at milepost 14.24 on SH-19. The crossing# is 819698A							
22618	I 84, MIDDLETON RD OVERPASS, CANYON CO	3	2020	Federal-Aid, State Highway Syste	STATE OF IDAHO (ITD)	Awarded (or equiv.)	7,746,709.00
Rebuild Middleton Rd. overpass at I-84 in Canyon Co. 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).							