



Working together to plan for the future

FY2022-2028 Regional Transportation Improvement Program

Report No. 01-2022

Adopted by the COMPASS Board of Directors on October 18, 2021

Resolution No. 04-2022

Modified: October 11, 2021, November 18, 2021, December 14, 2021, January 20, 2022, January 31, 2022, February 1, 2022, February 15, 2022, February 28, 2022, March 14, 2022, March 30, 2022, April 1, 2022, April 12, 2022, April 19, 2022, May 18, 2022, June 7, 2022, June 9, 2022, June 23, 2022, June 27, 2022, July 12, 2022, July 22, 2022, August 15, 2022, August 16, 2022, September 2, 2022, September 12, 2022, September 13, 2022, November 1, 2022, December 2, 2022, and January 9, 2023.

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Working together to plan for the future

Attachment 3

RESOLUTION NO. 04-2022

**FOR THE PURPOSE OF APPROVING THE
FY2022-2028 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 2 and 31, 2021, and a second public comment period was held between September 3 and 17, 2021. All comments were shared with the COMPASS Board of Directors for consideration;

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 FY2022-2028 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 FY2022-2028 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

Adopted this 18th day of October 2021.

By:  _____
**Joe Stear for Garret Nancolas, Chair
Community Planning Association
of Southwest Idaho Board of Directors**

ATTEST:

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

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IN A NUTSHELL

TOTAL BUDGETED FOR TRANSPORTATION IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

TOTAL BUDGETED OVER SEVEN YEARS

\$809,653,000

*INFLATED COSTS



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 Statewide 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)
- Cities of
 - Boise
 - Caldwell
 - Eagle
 - Garden City
 - Greenleaf
 - Kuna
 - Melba
 - Meridian
 - Middleton
 - Nampa
 - Notus
 - Parma
 - Star
 - 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 is posted [online](#)² by the end of each calendar year.

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>

More information available starting on Page 21

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.”

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 Base Line (Figure 2), which is an imaginary line located seven miles south of the City of Kuna.

This report includes additional detail in the following appendices:

- **APPENDIX A – FUNDING TYPES AND ACRONYMS**, provides a way to decipher transportation and federal jargon.
- **APPENDIX B – PERFORMANCE MEASURE ANALYSIS**, provides in-depth analysis, using modeling tools, to explain how projects in the TIP will affect the transportation system.
- **APPENDIX C – HISTORICAL AND PROJECTED BUDGET DATA**, provides additional information about transportation agency budgets.
- **APPENDIX D – 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.
- **APPENDIX E – 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 F – PUBLIC COMMENTS**, provides a summary as well as verbatim public comments received on the project list and all amendments that require a public comment period.

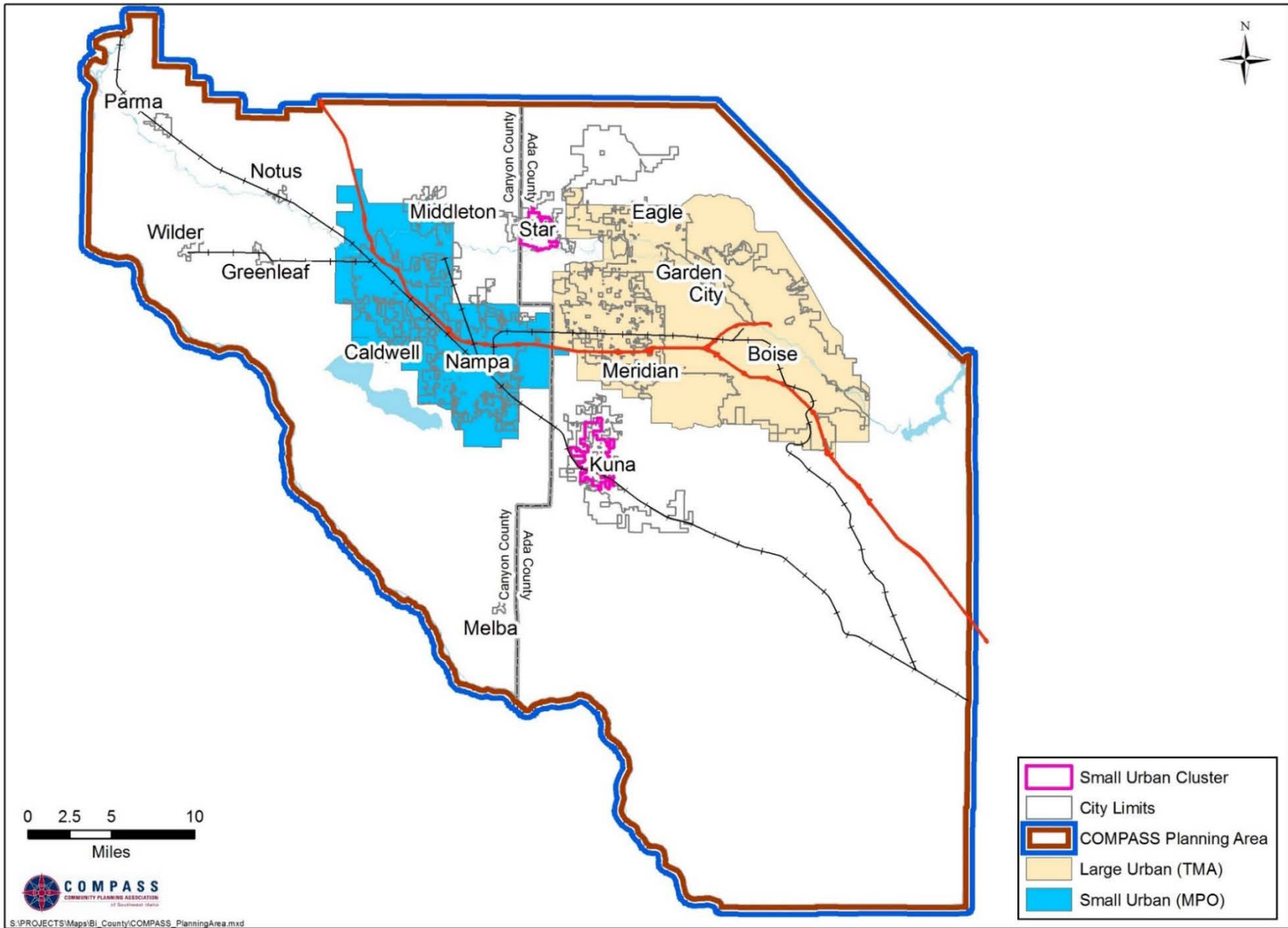


Figure 1: COMPASS Planning Area

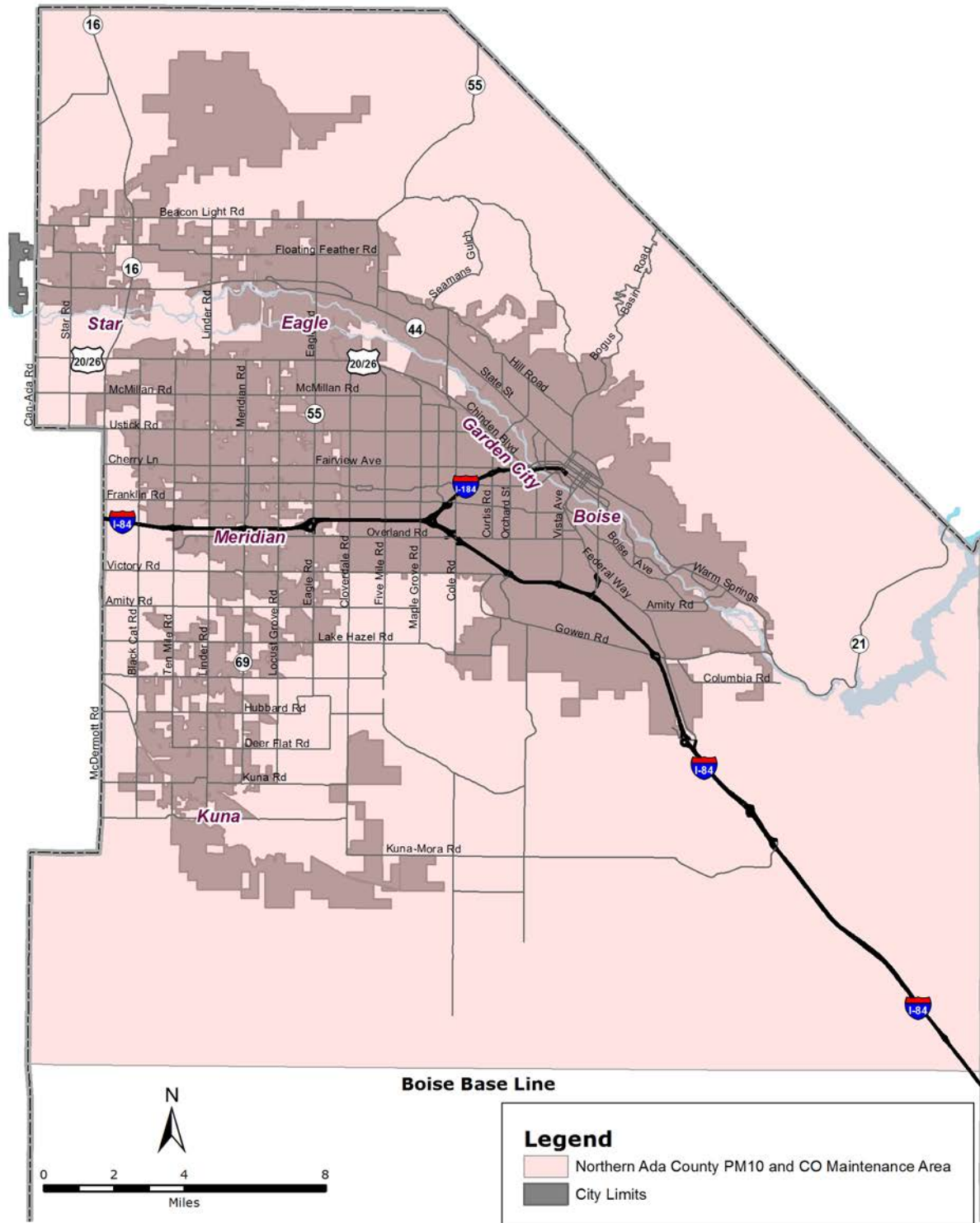


Figure 2: Northern Ada County Air Quality Maintenance Area

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

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.

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 were guided by, and complied with, requirements and recommendations outlined in the 2018 COMPASS Public Participation Plan (Chapter 2 of the [COMPASS Integrated Communication Plan](#)⁴).

Local Government Input. COMPASS staff met with local government staff in Ada and Canyon Counties to solicit their desired transportation projects for inclusion in this document from August through December 2020.

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 local 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 FY2022-2028 TIP project list was solicited from August 2 through 31, 2021. 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.

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

⁴ COMPASS Integrated Communication Plan:

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

⁵ COMPASS website: www.compassidaho.org

In addition to the TIP and associated air quality conformity demonstration, public comments on a proposed amendment to CIM 2040 2.0, were also solicited during the comment period.

COMPASS website. All draft TIP materials were available on the [“Comments and Questions” webpage](#)⁶ from August 2 through 31, 2021.

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 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 open house sessions, one virtual and one in-person, on Thursday, August 12, 2021. The virtual session was held at 10:00 a.m. using Facebook Live (Figure 3). The in-person session was held at the COMPASS office from 3:00 p.m. to 6:00 pm. COMPASS staff provided an overview of the TIP and the CIM 2040 2.0 amendment.



Figure 3: COMPASS Virtual Open House

Libraries. COMPASS distributed TIP materials to 19 different library locations throughout the Treasure Valley.

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 2 (*Idaho Statesman* only), August 3 (both newspapers), August 4 (both newspapers), and August 5 (*Idaho Press* only), 2021.

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

- *Idaho Statesman*: August 2, August 9, and August 24, 2021
- *Idaho Press*: August 3, August 10, and August 26, 2021
- *Kuna Melba News*: August 4, August 11, and August 25, 2021
- *Meridian Press*: August 6, August 20, and August 27, 2021

⁶ COMPASS “Comments and Questions”:
<http://www.compassidaho.org/comm/comments.htm>



Figure 4: Newspaper Advertisement

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 2, 2021.

Email and Mail. COMPASS sent four emails to 6,720 people publicizing the TIP public comment period. COMPASS mailed 15 postcards on August 2, 2021, to interested individuals who prefer to be contacted via US Mail.

Flyer. COMPASS created a flyer ([English](#)⁷ and [Spanish](#)⁸) 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](#)⁹: COMPASS posted information about the public comment period nine times from August 2 – August 31, 2021. These Facebook posts resulted in a total audience reach of 1,402 and 46 engagements.
- [Twitter](#)¹⁰: COMPASS tweeted information about the public comment period four times from August 2 – August 31, 2021. These tweets resulted in a total of 1,118 viewer impressions and 23 engagements.
- [Instagram](#)¹¹: COMPASS posted information about the public comment period four times from August 2 – August 31, 2021. These posts resulted in 226 engagements.
- Nextdoor: COMPASS sent information about the public comment period to six member agencies to post on their Nextdoor accounts on August 2, 2021.

⁷ Flyer (English):

https://www.compassidaho.org/documents/prodserv/trans/FY22/2021_Brochure_FY22-28_English.pdf

⁸ Flyer (Spanish):

https://www.compassidaho.org/documents/prodserv/trans/FY22/2021_Brochure_FY22-28_Spanish.pdf

⁹ Facebook: www.facebook.com/compassidaho

¹⁰ Twitter: www.mobile.twitter.com/COMPASSIdaho

¹¹ Instagram: www.instagram.com/compassidaho/

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

Brochure. COMPASS staff updated a brochure explaining the TIP; the [English](#)¹² and [Spanish](#)¹³ 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. Twenty-nine public comments were received (see Appendix F). Figure 5 shows the demographic data collected from public comment forms submitted to COMPASS.

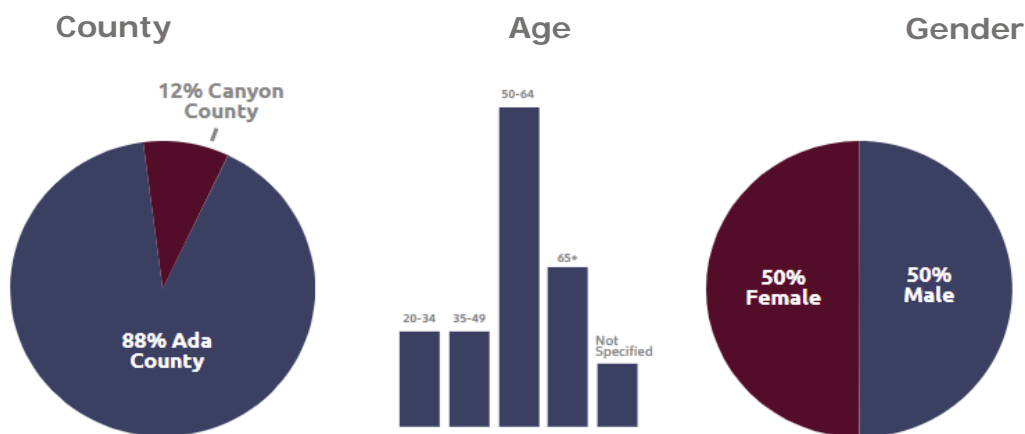


Figure 5: Public Comment Demographic Data

¹² Brochure (English): https://www.compassidaho.org/documents/prodserv/trans/FY22/2021_Brochure_FY22-28_English.pdf

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

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 F.

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

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

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 Grant – Transportation Management Area (STBG-TMA for Boise Urbanized Area)
- Transportation Alternatives Program – Transportation Management Area (TAP-TMA for Boise Urbanized Area)
- Surface Transportation Block Grant – 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](#)¹⁴, with a reference matrix provided by COMPASS staff containing data regarding environmental justice and economically distressed populations, environmental issues, crashes, and other data to support COMPASS goals.
- 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](#)¹⁵ 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) and active transportation
- Transportation Management and Operations (TSMO)
- Intelligent Transportation Systems (ITS)

¹⁴ COMPASS Application Guide:

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

¹⁵ COMPASS Application Guide:

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

- Transit operational improvements
- Roadway capacity improvements (when necessary)
- Freight and goods mobility

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 Valley. These reports are available on the [Congestion Management Process](#)¹⁶ 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 2020.

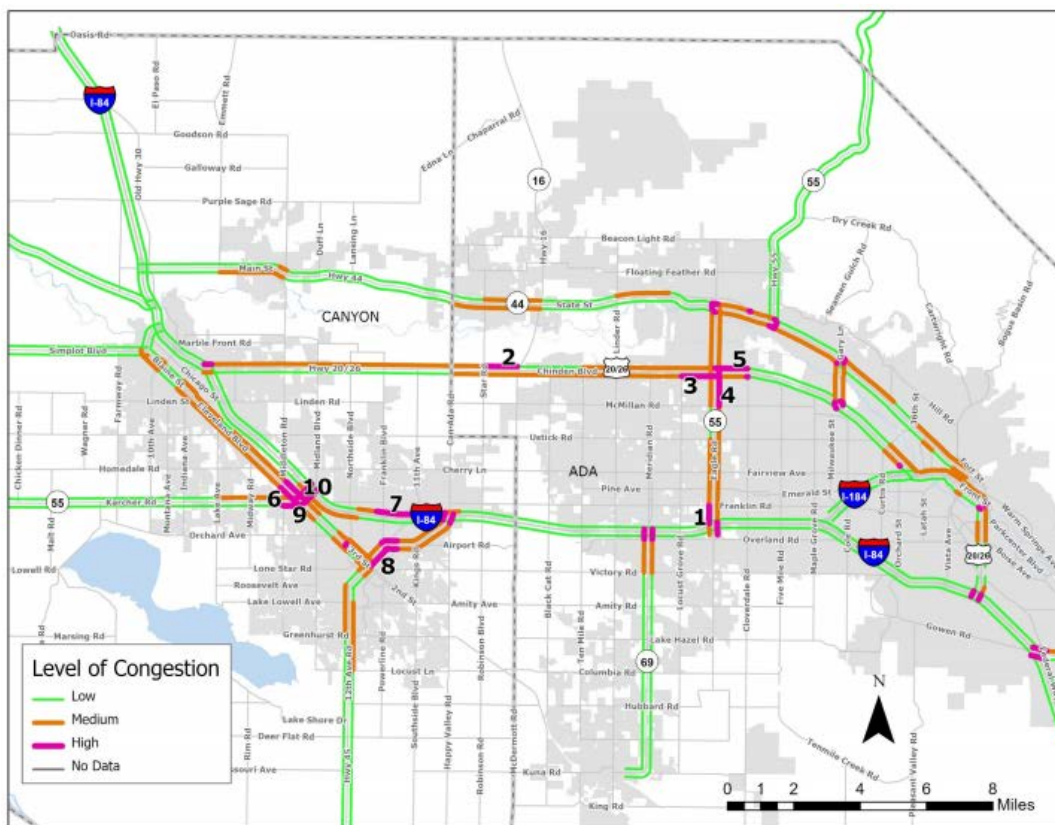


Figure 6: Top Ten Congested Tier 1 Network Segments Greater than Half a Mile (Peak period maximum, 2020)

For more details about how congestion is defined, please see the [Congestion Management Process](#)¹⁷ web page.

¹⁶ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

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

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).

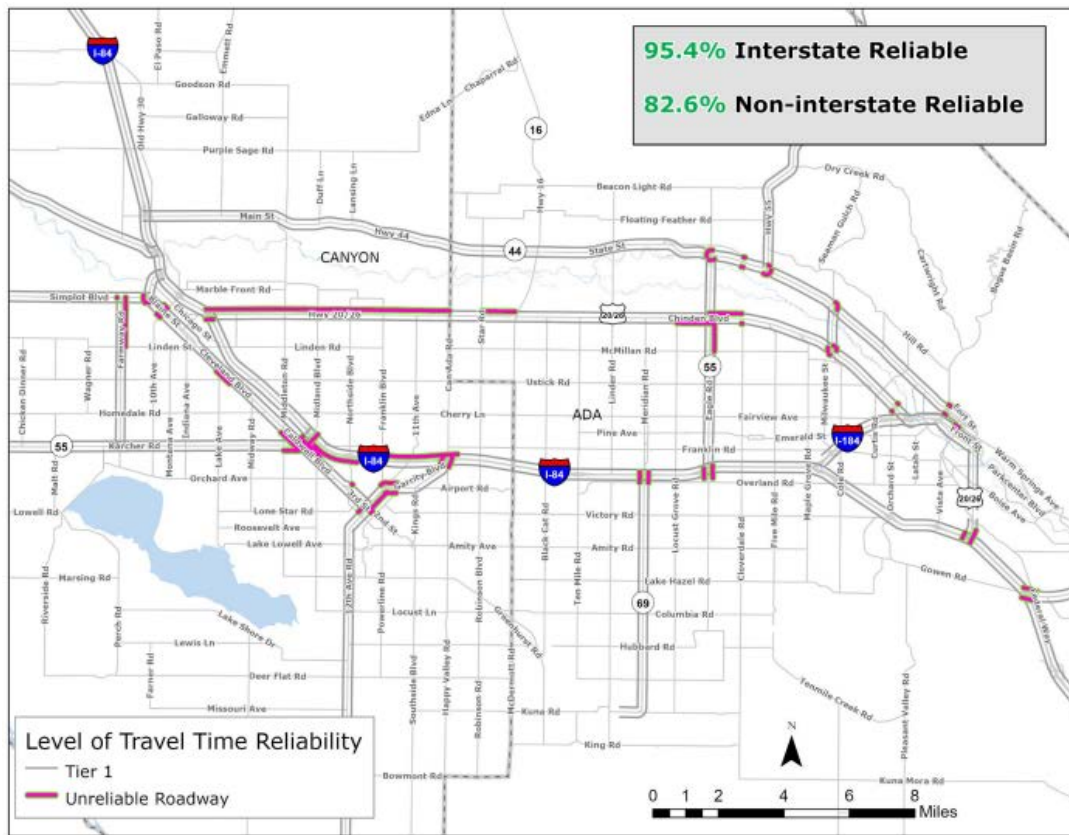


Figure 7: Level of Travel Time Reliability (2020)

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. The TECM program was originally developed using 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. In 2021, the Idaho Legislature increased funding levels to 4.5% of the state's sales tax (not less than \$80 million per year).

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. If the 4.5% in sales tax exceeds \$80 million, the amount above \$80 million is dedicated to local agencies as revenues increase and allocated through the Highway Distribution Account.

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 commercial 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 Standards 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](#)¹⁸ 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](#)¹⁹ (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](#)²⁰ 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 [Transportation Master Plan](#)²¹, the city needs more than 141 network improvement projects through 2040, totaling \$532 million. The city's Transportation Master Plan provides a "path forward" by recommending

¹⁸ ACHD Strategic Plan (2016): <https://www.achdidaho.org/AboutACHD/StrategicPlan.pdf>

¹⁹ ACHD IFYWP 2021-2025:

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

²⁰ ACHD Master Street Map (2020):

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

²¹ City of Nampa Transportation Master Plan (2019):

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

continuous increases in city funds coupled with greater use of outside funds and many new and creative resources. The City of Nampa continues to explore methods of funding its transportation needs.

Development Impact Fees

ACHD and the City of Nampa use impact fee programs under [Idaho Code 67 Chapter 82](#)²². 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.

Based on needs identified in the City of Nampa's Transportation Master Plan, the Nampa City Council approved an increase to the city's impact fees; the increase took effect in July 2019. As the city identifies new projects for funds generated through the impact fee program, updates to regionally significant corridors will be included in the COMPASS project list.

Current Projects in the FY2022-2028 TIP

Approximately 17 miles of roadway and 5 intersections with high or moderate congestion, as identified in the [Congestion Management Annual Report](#)²³, are budgeted for improvements in the FY2022–2028 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 \$759 million. Table 1, below, highlights all of the projects in the TIP categorized under the congestion management strategies on pages 11 and 12.

Additionally, approximately four miles of roadway and five intersections considered unreliable, as identified in the Congestion Management Annual Report, are budgeted for improvements in the FY2022-2028 TIP.

²² Idaho Code 67 Chapter 82:

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

²³ Treasure Valley Annual Congestion Management System Report, 2020 (June 2021):

https://www.compassidaho.org/documents/prodserv/reports/2020_Congestion_Management_Annual_Report.pdf

Table 1: Projects in the FY2022-2028 TIP by CMP Strategy

KN	Projects*	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost**
Transportation Demand Management and Active Transportation						
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Mod	Reliable	-	Federal and Local	\$3,763,000
CPA3	Commuteride, ACHD	-	-	-	Federal	\$1,595,000
20136a	Commuteride, ACHD, Van Replacements, Canyon County	-	-	-	Federal	\$874,000
ORN23324	Garden Street Multi-Use Pathway, Cassia Park to Albion	-	-	-	Federal and Local	\$1,733,000
ORN23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	-	-	-	Federal	\$1,424,000
22385	Pathway, Greenbelt Completion, Boise State	-	-	-	Federal and Local	\$833,000
23025	Pathway, Grimes City Pathway Extension, Nampa	-	-	-	Federal	\$471,000
13918	Pathway, Rail with Trail, Meridian	-	-	-	Federal and Local	\$735,000
22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	-	-	-	Federal	\$737,000
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	Mod/High	Reliable	-	Federal and Local	\$621,000
22931	Pedestrian Improvements, SH-55, Bristol Heights to US 20/26, Boise	Mod/High	Unreliable	-	Federal	\$351,000
22944	Pedestrian Improvements, Stoddard Pathway, Nampa	Low	Reliable	-	Federal	\$492,000
Subtotal						\$13,629,000
TSMO/ ITS (contained within overall project)						
13905	10 th Avenue ITS and Overlay, Caldwell	Low	Reliable		Federal	\$2,301,000
13484	Centennial Way Roundabout, Caldwell	Mod	Unreliable	-	Federal	\$4,129,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	Low	Unreliable	-	Federal	\$3,705,000
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	Low	Reliable	-	Federal	\$466,000
22878	Homedale Road, Curve Improvements, Canyon Highway District	Low	Reliable	-	Federal	\$999,000

KN	Projects*	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost**
22746	I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	Mod	Unreliable	-	State	\$255,000
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Low/Mod	Unreliable	-	Federal	\$3,063,000
22101	Peckham Road Intersections, Canyon County	-	-	-	Federal	\$557,000
20428	SH-21, Technology Way to Surprise Way, Boise	Mod/Low	Reliable	-	State	\$4,150,000
ORN23182	SH-44, RWIS near SH-16, Ada County	-	-	-	State	\$510,000
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection, Improvements, Eagle	High/Mod	Unreliable	-	Federal	\$9,709,000
ORN23184	SH-55 (Karcher Road), Indiana Avenue to Middleton Road, Construction, Canyon County (paired with KN 22715)	Mod	Reliable	-	State	\$23,575,000
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon (paired with KN ORN23184)	Mod	Reliable	-	State	\$42,620,000
Subtotal						\$96,019,000
Transit Operations (some projects have mixed tasks)						
18854	Planning and Mobility Implementation, Boise Area, VRT	-	-	-	Federal	\$6,165,000
18842	Planning and Mobility Implementation, Nampa Area, VRT	-	-	-	Federal	\$5,618,000
20043	Transit – Above and Beyond ADA Paratransit, Nampa Area	-	-	-	Federal	\$1,480,000
19691	Transit - Acquisition of Service, Boise Area, VRT	-	-	-	Federal	\$2,015,000
19464c	Transit - Acquisition of Service, Canyon County, VRT	-	-	-	Federal	\$63,000
19464a	Transit - Acquisition of Service, Nampa Area, VRT	-	-	-	Federal	\$1,680,000
19983	Transit - Fixed Line Service, Rural Areas, TVT	-	-	-	Federal	\$800,000
18786	Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	-	-	-	Federal	\$9,174,000
19041	Transit - Operations - Mobility Management, Boise Area, VRT	-	-	-	Federal	\$7,070,000
18914	Transit – Preventive Maintenance and Demand Response, Nampa Area, VRT	-	-	-	Federal	\$2,587,000
19137	Transit – Preventive Maintenance and Paratransit, Boise Area, VRT	-	-	-	Federal	\$16,913,000
19464b	Transit - Purchase of Service, Rural Areas, TVT	-	-	-	Federal	\$177,000

KN	Projects*	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost**
Subtotal						\$53,742,000
Roadway Capacity Improvements						
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	Low	Reliable	-	Local	\$5,415,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	Low	Reliable	-	Local	\$6,682,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	Low	Reliable	-	Local	\$2,549,000
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	Low	Reliable	-	Federal	\$9,188,000
22712	I-84B (Garrity Boulevard), Stamm Lane Intersection Improvements, Nampa	Mod	Reliable	-	State	\$2,008,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	Low	Reliable	-	Local	\$6,216,000
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	Low	Reliable	-	Local	\$7,074,000
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	Low	Reliable	-	Local	\$20,907,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Low	Reliable	-	Federal	\$11,958,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	Low	Reliable	-	Local	\$19,193,000
22101	Peckham Road Intersections, Canyon County	-	-	-	Federal	\$557,000
23409	SH-16, Franklin Road to Ustick Road, Canyon County	Low	Reliable	-	State	\$55,500,000
23410	SH-16, I-84 to Franklin Road, Nampa	Low	Reliable	-	State	\$60,500,000
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	-	-	-	Federal and State	\$148,431,000
23408	SH-16, Ustick Road to US 20/26 and SH-44, Ada County	-	-	-	State	\$55,500,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Low	Reliable	-	State	\$9,233,000

KN	Projects*	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost**
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Mod	Reliable	-	State	\$12,424,000
ORN23184	SH-55 (Karcher Road), 10 th Avenue to Middleton Road, Construction, Canyon	Low/Mod	Reliable	-	State	\$39,270,000
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon	Low/Mod	Reliable	-	State	\$42,620,000
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	Low	Reliable	-	Local	\$3,027,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Mod	Unreliable-	-	State	\$50,425,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	High/Mod	Unreliable	-	State	\$11,300,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	Low/Mod	Reliable	-	Local	\$3,617,000
Subtotal						\$595,247,000
TOTAL						\$758,637,000

As of October 2021.

*Descriptions of acronyms are available in Appendix A.

**Total cost is shown in "year of expenditure" and includes all costs, not only programmed costs. Some projects are listed in multiple categories, as project includes various types of improvements.

Additional Projects

Local Expansion for Public Transportation

In FY2020, the Cities of Boise, Eagle, and Meridian and Ada County committed to increasing their contributions to VRT to improve service and fund capital projects (such as buses, equipment, and facilities). The additional funding will increase service in these areas, including a new fixed-line service in Meridian. The expanded bus service was delayed, due to low ridership during the pandemic. See additional information in the public transportation section for performance measures on page 34.

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 developers. Therefore, congestion-related improvements are much more numerous than reported in the TIP.

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.

COMPASS staff are constantly evaluating better ways to examine data to report achievements a more meaningful way. As methods are developed, staff will update this report.

COMPASS Performance Measures

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

Thirty-four [performance measures](#)²⁴ were approved for CIM 2040 2.0, adopted in 2018. To streamline reporting, the 34 measures were grouped into 8 "TIP Achievement Categories." Table 2 provides a matrix demonstrating how the TIP achievement categories reflect performance measures as approved for CIM 2040 2.0.

²⁴ COMPASS Performance Measures:

https://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Performance.pdf

Table 2: TIP Achievement Categories

TIP Achievement Category	Example of Type of Projects	CIM 2040 2.0 and Federal Performance Measure Categories
Active Transportation	Projects to improve all aspects of non-motorized transportation, such as sidewalks or pathways	Transportation Active Transportation
Health	Projects with specific connections to grocery stores and public schools.	Health Walkability
Open Space	Projects specific to connections to open spaces and/or separated from a roadway, such as a greenbelt.	Open Space
Asset Management	Projects to maintain the current transportation system (roadway chip seals, roadway rehabilitation, bridge repair/rehabilitation/replacement, public transportation vehicle replacement, or sidewalk repair)	Public Transportation Transit Asset Management Pavement Condition Bridge Condition
Public Transportation	Projects for the operation and/or expansion of public transportation.	Public Transportation Operations
Safety	Projects that reduce number of auto, public transportation, and non-motorized crashes and make the overall system safer.	Transportation Safety Roadway Safety Public Transportation Safety
Support	Projects in support of the overall system (examples: planning, staff time, studies)	*
System Performance	Projects that add capacity to roadway segments, intersections, or bridges to help make the system more reliable for all who travel on it, including freight trips, and improvements to the intelligent transportation system/technology.	Transportation System Performance Level of Travel Time Reliability Truck Travel Tim Reliability Congestion Mitigation Air Quality - Emissions

*No performance measures are established for this category; however, support projects assist in developing plans and corridors for future projects that meet the goals and vision of CIM 2040 2.0.

To further report on the support of CIM 2040 2.0 performance measures, Table 3 provides an analysis of the distribution of funding and number of projects across all TIP achievement categories. A project may meet the goals of multiple 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.

Table 3: Analysis of TIP Achievement

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Active Transportation	45	\$86,333,000	10.71%
Health	10	\$3,598,000	0.45%
Open Space	7	\$8,688,000	1.08%
Asset Management	46	\$115,962,000	14.38%
Public Transportation	15	\$43,876,000	5.44%
Safety	65	\$145,754,000	18.08%
Support	16	\$27,991,000	3.47%
System Performance	37	\$373,953,000	46.39%
		\$806,155,000	100%

As of August 2021.






*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 statewide targets. For the roadway 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. For transit-related targets, the COMPASS Board of Directors Chose to assist VRT and ITD meet targets set by their respective Boards of Directors. Table 4 shows the federal target areas and deadlines for reporting, areas with currently-approved targets are highlighted in gray.

Table 4: Federal Performance Measures

Icon	Target Area	Beginning MPO Target Deadline (updates)	Starting 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		

Icon	Target Area	Beginning MPO Target Deadline (updates)	Starting Reporting Deadline
	Freight Movement	November 2018 (every four years)	
	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 B.

Federal performance measures are incorporated into the overall COMPASS performance measures throughout this document and the project list.

Active Transportation

Active transportation relates to non-motorized modes of transportation and includes walking, biking, rolling, or other modes that require activity. There are no specific federal targets for active transportation other than safety targets, which are included in the safety section for performance measures. Projects that may be included for improvements to active transportation include everything from building a sidewalk or maintaining a pathway, to educating elementary school students how to walk and bike safely.

There are 38 projects totaling almost \$179 million currently programmed in the TIP that include some aspect of active transportation. Many of the projects include multiple facets of transportation in one project, such as ACHD projects for pavement improvement, which include roadway rehabilitation, ramp improvements to meet the American’s with Disabilities Act (ADA) requirements, and sidewalk improvements including filling gaps in the existing sidewalk network.

Health

There are two goal subsets for active transportation. Projects that connect the user to grocery stores and public schools are considered a health benefit. These types of trips are necessary and provide benefits to the user’s health and education. Five projects are specific to the health subset, with a total of about \$4 million budgeted through FY2026.

Open Space

Connections to open spaces such as parks, rivers, and lakes, also provide health benefits, but are considered more recreational in nature. The open space subset includes projects to expand or improve a greenbelt or other connections to open spaces throughout the Treasure Valley. Six projects are specific to the open space subset, with a total of about \$22 million budgeted through FY2026.

Progress on Active Transportation

Table 5 reports current trends on various measures for active transportation.

Table 5: Trends on the Active Transportation System

Category	Description	Trend
Walkability: public schools	Percentage of households within ½ mile distance of a school that can access the school using the walkable network (1/2 mile walk)	67.9% (2020)
Walkability: transit stops	Percentage of households within ½ mile distance of a transit stop that can access the stop using the walkable network (1/2 mile walk)	81.5% (2020)
Walkability: public parks	Percentage of households within ½ mile distance of a public park that can access the park using the walkable network (1/2 mile walk)	69.2% (2020)
Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways	Percentage of arterial and collector roadway that have existing bikeways as defined as a division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes, or multiuse pathways that allow for bicycle travel.	↑ 22.5% (2019) 21.3% (2018)
Miles of trails and pathways	Percentage of increase of the miles of trails and pathways from previous reporting period	↑ 577 (2019) 565 (2017)

Projects listed in Table 6 emphasize active transportation, including the subset categories of Health and Open Space, included in the FY2022-2028 TIP. The costs are shown only for FY2022-2026, as projects beyond the first five years are considered to be “illustrative.” Costs are shown in “year of expenditure,” (increased to reflect inflation).

Table 6: Analysis of Active Transportation Projects, FY2022-2026

Key Number	Project	Subset	Total Cost FY2022-2026 *
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Health	\$2,033,000
ORN23313	Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS		\$8,000
23026	Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS		\$40,000
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian		\$483,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian		\$6,682,000

Key Number	Project	Subset	Total Cost FY2022-2026 *
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian		\$2,510,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa		\$3,274,000
ORN23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	Open Space	\$1,733,000
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	Health	\$345,000
22602	Indiana and Orchard Shared Roadway, Canyon County	Open Space	\$5,290,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County		\$6,216,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County		\$8,186,000
RD209-18	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle		\$7,068,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Open Space	\$8,897,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise		\$19,016,000
22385	Pathway, Greenbelt Completion, Boise State	Open Space Health	\$833,000
13918	Pathway, Rail with Trail, Meridian	Open Space	\$660,000
19465	Pavement Preservation and ADA, Phase 1, Boise Area – FY2022		\$5,427,000
20122	Pavement Preservation and ADA, Phase 2, Boise Area – FY2022		\$2,326,000
13964	Peckham Road, US-95 to Notus Road, Canyon County		\$3,595,000
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	Health	\$621,000
22944	Pedestrian Improvements, Stoddard Pathway, Nampa	Health	\$414,000
20674	Roadway and ADA Improvements, Boise Area – FY2024		\$8,635,000
21896	Roadway and ADA Improvements, Boise Area – FY2025		\$8,230,000
22390	Roadway and ADA Improvements, Boise Area – FY2026		\$8,353,000
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023		\$7,143,000
19993	Roadway and ADA Improvements, Part 2, Boise Area – FY2023		\$3,111,000
20080	Roadway and ADA Improvements, Part 3, Boise Area – FY2023		\$306,000
20493	SR2S, VRT, Ada County – FY2023		\$174,000
21910	SR2S, VRT, Ada County – FY2024 and FY2025		\$419,000
22933	SR2S, VRT, Ada County – FY2026		\$222,000
22922	SR2S, VRT, Canyon County – FY2022		\$65,000
22924	SR2S, VRT, Canyon County – FY2023		\$65,000

Key Number	Project	Subset	Total Cost FY2022-2026 *
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian		\$2,984,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County		\$37,000,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County		\$7,220,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian		\$3,617,000
22600	Western Heritage Byway, Swan Falls Road, ACHD	Open Space	\$5,372,000
Total			\$178,573,000

As of August 2021.

*Costs are shown in “year of expenditure” (increased to inflect inflation). Costs may also include other aspects of some projects, such as road work.

Asset Management



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 \(TAM\) Plan](#)²⁵.

On June 7, 2021, the VRT Board adopted the TAM Plan for FY2022-2026. The plan outlines the processes and tools used perform condition assessments, investment prioritization, and target setting to improve the state of good repair of regional public transportation assets. The plan also provides an inventory and condition assessment for all assets under the responsibility of group plan participants: ACHD, Boise State University, and VRT (Table 7).

Table 7: Transit Asset Management Targets

Asset Category	Performance Measure	FY2021 Target	FY2021 Actual	FY2022 Target
Rolling Stock	Age - Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	<24.67%	29.20%	<24.67%
Equipment		<12.70%	27.91%	<12.70%
Facilities	Condition - Percent of facilities with a condition rating below 3.0	<42.86%	33.33%	<42.86%

Green highlight = met FY2021 targets

Peach highlight = did not meet FY2021 target

²⁵ Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>.

The TAM plan estimates the total cost of bringing all assets with a condition assessment of 2.5 and below (0-5 scale) into a state of good repair is approximately \$24 million, of which, \$7 million in vehicle replacements is underway. Moreover, VRT is conducting facility master planning that will provide additional data and cost estimates that will aid in programming the remaining \$17 million in state of good repair needs. The FY2022-2028 draft TIP includes approximately \$12 million programmed between FY2022 and FY2025 (the TAM horizon period) for transit capital projects to address replacement and capital expansion needs. A list of prioritized capital improvement projects (TAM and capital enhancements) will be completed in FY2022 as part of the Transportation Development Plan.

VRT is proactive in applying for competitive transit capital grants to address this backlog and leverage available local funding with federal funding whenever possible. VRT continues to see shortfalls in local revenue in the small urban area leading to challenges addressing capital replacement and deferred maintenance. VRT is working closely with local governments to address the shortfall.

Projects listed in Table 8 emphasize transit asset management (state of good repair) included in the FY2022-2028 TIP. The costs are shown only for FY2022-2025, as the TAM Plan is based on a four-year horizon. The TAM Plan is posted on VRT's [website](#)²⁶.

Table 8: Analysis of Transit Asset Management Projects, FY2022-2025

Key Number	Project	Asset Category	Total Cost FY2022-2025
20136a	Commuteride, Van Replacements, Canyon County – FY2019-2021	Rolling Stock	\$584,000
18788	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$586,000
19122	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$2,656,000
19763	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2022	Rolling Stock, Equipment, Facilities	\$3,077,000
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	Rolling Stock, Equipment, Facilities	\$1,491,000
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025	Rolling Stock, Equipment, Facilities	\$1,461,000
18781	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$1,375,000

²⁶ Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>

Key Number	Project	Asset Category	Total Cost FY2022-2025
20136e	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$1,068,000
NEW9	Transit - Support Vehicles Replacement, TVT	Rolling stock	\$45,000
13980b	Transit - Nampa Facility Renovations, TVT	Facilities	\$56,000
Total			\$12,399,000

As of August 2021.



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 9).

Table 9: Pavement Conditions on the NHS and FY2022 Targets

Type of Roadway	Pavement Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2022 Target
Interstate	Good	31.70%	50.70%	42.00%	59.00%	70.0%	59.7%	> 50%
Interstate	Poor	1.20%	1.40%	0.00%	1.00%	0.0%	0.4%	< 4%
Interstate	No Data			26.00%	3.00%	0.0%	0.7%	
Total		100%	100%	100%	100%			
Non-Interstate	Good	37.40%	46.10%	39.00%	41.00%	42.2%	46.3%	> 50%
Non-Interstate	Poor	2.00%	2.10%	0.00%	1.00%	0.2%	0.8%	< 8%
Non-Interstate	No Data			19.00%	15.00%	0.4%	0.8%	
Total		100%	100%	100%	100%			

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

2020 pavement conditions are shown on the COMPASS TIP Viewer (interactive map) found on the COMPASS [website](#)²⁷.

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 9).

²⁷ COMPASS TIP Viewer:

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

Prevention Saves Costs

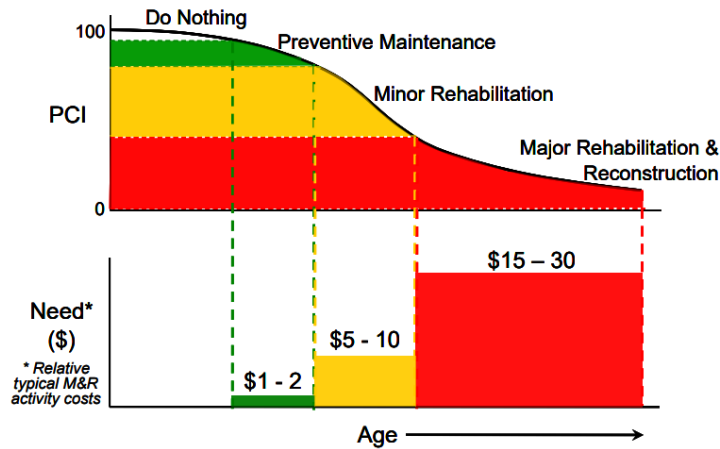


Figure 9: Pavement Asset Management Cycle

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 FY2022-2028 TIP between FY2022 and FY2026, as projects beyond the first five years are considered to be “illustrative,” local agencies plan to spend:

- More than \$48 million on pavement condition improvements on local roadways
- About \$2.3 million on local NHS roadways
- As well as additional projects to maintain the existing local system with local funds (not listed in the TIP)

In addition, ITD plans to spend:

- About \$3 million on the interstate
- Almost \$36 million on pavement condition improvements on non-interstate NHS roadways.

Details of these projects can be found in Table 10.

Table 10: Projects that Improve Pavement Condition on the NHS, FY2022-2026

Key Number	Project	NHS			Local, Not NHS
		Interstate	Non-Interstate	Local	
13905	10th Avenue ITS and Overlay, Caldwell			\$2,281,000	
20129	Capital Maintenance, Phase 2, Boise Area – FY2021				\$3,391,000
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	\$3,045,000			
22677	Microseals, Front/Myrtle/Broadway, Boise		\$1,621,000		
20536	Microseals, State/Glenwood/Chinden, Ada County		\$2,581,000		
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022				\$5,970,000
20122	Pavement Preservation and ADA, Phase 2, Boise Area – FY2022				\$2,559,000
20674	Roadway and ADA Improvements, Boise Area – FY2024				\$8,664,000
21896	Roadway and ADA Improvements, Boise Area – FY2025				\$8,230,000
22390	Roadway and ADA Improvements, Boise Area – FY2026				\$8,353,000
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023				\$7,681,000
19993	Roadway and ADA Improvements, Part 2, Boise Area – FY2023				\$3,136,000
20080	Roadway and ADA Improvements, Part 3, Boise Area – FY2023				\$386,000
21849	SH-45, SH-78 to Deer Flat Road, Canyon and Owyhee Counties		\$10,029,000		
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle		\$9,103,000		
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation		\$12,178,000		
Total		\$3,045,000	\$35,512,000	\$2,281,000	\$48,370,000

As of August 2021.

Note: The “Capital Maintenance,” “Pavement Preservation and ADA,” and “Roadway and ADA Improvement” projects listed above may not have specific segments identified. Some segments may be on the NHS.

Even with the federal and local budgets for improvements to local pavement projects in the TIP, and additional local funds for pavement improvements, local agencies reported deferred maintenance estimated at almost \$99 million in Ada and Canyon Counties in FY2020.



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 11).

Table 11: Bridge Conditions and FY2022 Targets

Bridge Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2022 Target
Good	38.7%	18.9%	29.09%	17.75%	28.38%	18.58%	At least 19%
Poor	0.6%	2.3%	0.45%	4.30%	0.00%	2.8	<3%
Total	100%	100%	100%	100%			

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

2020 bridge conditions are shown on the COMPASS TIP View (interactive map) on the COMPASS [website](#)²⁸.

In the COMPASS planning area, two bridges on the NHS are reported to be in poor condition: I-84, Blacks Creek Road Interchange and 10th Avenue Bridge in the City of Caldwell. However, the I-84, Blacks Creek Road Interchange was recently replaced, and the 10th Avenue Bridge will be under construction for a full replacement soon (project will be bid in fall 2021). See Table 12 for a list of bridge projects in the TIP.

Table 12: Projects that Improve Bridge Condition in the FY2022-2028 TIP

Key Number	Project ¹	Current Condition	Year Built	Treatment	Total Project Cost on NHS	Total Project Cost on Non-NHS
22878	Homedale Road, Curve Improvements, Canyon Highway District (Deer Flat North Canal Bridge)	No data	No data	Replace/Widen		\$999,000
21967	I-84 Bridge Repairs, City of Caldwell			Preservation	\$1,278,000	
	Boise River	Good	1983			
	10 th Avenue	Good	1983			
20405	I-84, Bridge Repairs, District 3 – FY2022			Repairs	\$1,793,000	
	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	1994			
	Indian Creek	Good/Fair	1980			
Mayfield Road	Good	1960				

²⁸ 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.

Key Number	Project ¹	Current Condition	Year Built	Treatment	Total Project Cost on NHS	Total Project Cost on Non-NHS
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (includes 2 bridges)*	No data	no data	Replace/Widen		\$7,074,000
20536	Microseals, Ada and Canyon Counties (US 20/26 south of Front Street to south side of Boise River [Broadway Bridge])**	Good	2016	Preservation	\$2,483,000	
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Obsolete	1922	New		\$11,268,000
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian	Good	1956	Replacement	\$4,480,000	
Total					\$5,554,000	\$23,965,000

As of August 2021.

*Project cost includes the roadway segment.

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

Public Transportation



Operations

Currently, there are no targets specifically for the operations of public transportation. The intent is to maintain current service levels and expand the service as funding permits.

VRT staff have been working towards further improving service as outlined in [ValleyConnect 2.0](#)²⁹.

The VRT Board of Directors approved service changes which were implemented on October 4, 2021. These changes impact Boise fixed-route and inter-county service and move VRT closer to the goals outlined in ValleyConnect 2.0, including improving on-time performance, increasing frequency on premium routes, and improving safety for operators and passengers.

These changes include modifications to where buses pick up and drop off passengers at and near Main Street Station. Routes 7A, 7B, 8X, 9, 40, and 43

²⁹ Link to ValleyConnect 2.0: www.valleyregionaltransit.org/planning/valley-connect-2-0/

stage on Main Street between 9th and 8th streets. Routes 1-6, 10, 16, and 17 stage inside Main Street Station.

The October 4, 2021, service changes impacted the following routes:

- 7A Fairview Ustick
- 7B Fairview Towne Square Mall
- 11 Garden City
- 17 Warm Springs
- 29 Overland
- 43 Caldwell Express

The changes are explained below, with more detail on VRT's [website](#)³⁰.

7A/7B Fairview Ustick / Fairview Towne Square Mall

Eastbound routes 7A and 7B between Curtis Road and Orchard Street were rerouted to use the City Center on-ramp on Fairview, just east of Curtis Road, to avoid the signal at the Curtis Road and Orchard Street intersection and the unprotected left turn from Orchard Street onto to eastbound I-184. This change also closed two eastbound stops at Fairview and Laurel, as well as stops at Fairview and Orchard.

7B Fairview Towne Square Mall

Seven trips were added to Route 7B, Fairview Towne Square Mall — three morning peak direction trips from the Towne Square Mall to Main Street Station and four afternoon peak direction trips from Main Street Station to the Towne Square Mall.

Route 11 Garden City

Route 11 Garden City was eliminated. To help accommodate riders who will be adversely effected by this change, VRT added select stops from the 11 Garden City route to the 8x Five Mile Chinden route. In addition, the majority of the 11 Garden City route is within the Lyft Transit Connections service area, so Lyft Transit Connections provides another option for those losing service on Route 11. Finally, because routes 8X and 9 will continue, this change will not impact the ACCESS paratransit service area.

Route 17 Warm Springs

Peak period service on the Route 17 Warm Springs was reduced from every 30 minutes, to every 60 minutes.

Route 29 Overland

Route 29 Overland near Boise State University was rerouted. The route changed from University Drive to Boise Avenue via Chrisway Drive, to turning left onto Juanita Street, then traveling down Potter Drive and Joyce Street before returning to University Drive via Beacon Street.

³⁰ Link to maps regarding VRT's service changes:

www.valleyregionaltransit.org/planning/service-changes/

Route 43 Caldwell Express

The number of morning trips and afternoon/evening trips was reduced from two trips to one.

COVID-19 Service Impacts

As ridership has not returned to pre-pandemic levels and the number of confirmed cases of the COVID-19 Delta variant has risen, the VRT Board of Directors temporarily suspended additional service on the 9 State Street route to the City of Eagle in the morning and afternoon, as well as delayed the start of new Route 30 Pine in the City of Meridian. With the uncertainty about the duration of the pandemic, the start of the new Route 30 Pine and service on the 9 to the City of Eagle will resume when the following conditions are met:

- Ridership reaches 90% of pre-COVID levels
- COVID rates are stable/declining
- Business are open

Meridian Service

The October 4, 2021, startup date for the 30 Pine was delayed. The delay is due in large part to the uncertainty about the delta variant of COVID-19 and its potential impact on ridership. When implemented, this service will connect Ten Mile Road and Franklin Road to the Village at Meridian at Fairview Avenue and Eagle Road. The 30 Pine route will run on a 30-minute frequency from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:30 p.m. and connect to the routes 40 Nampa/Meridian Express and the 42 Happy Day to Towne Square Mall routes, providing commuters options to connect to the Cities of Boise, Nampa, and Caldwell.

Route 9 State Street

The Route 9 State Street route temporarily suspended service to the City of Eagle with the start of the service change in October. Currently route 9 travels to the City of Eagle four times during the morning and three times in the evening. The suspension of service to Eagle is due in large part to the uncertainty about the delta variant and its potential impact on ridership.

See Table 13 for a list of public transportation operations projects in the TIP. Note that some of the operating costs are funded with local funds by local agencies and are not reported in the TIP.

Table 13: Projects for Public Transportation Operations in FY2022-2026, in the FY2022-2028 TIP

Key Number	Project	Years of Service	Type of Service	Total Cost
20043	Transit - Above and Beyond ADA Paratransit, Nampa Area	2022-2026	Paratransit	\$1,480,000
19691	Transit - Acquisition of Service, Boise Area, VRT	2022-2026	Purchase of Service	\$2,015,000
19464c	Transit - Acquisition of Service, Canyon County, VRT	2022	Purchase of Service	\$63,000
19464a	Transit - Acquisition of Service, Nampa Area, VRT	2022-2026	Purchase of Service	\$1,680,000
19983	Transit - Fixed Line Service, Rural Areas, TVT	2022	Fixed Line	\$800,000
18786	Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	2022-2026	Fixed Line and Mobility Management	\$9,174,000
19041	Transit - Operations - Mobility Management, Boise Area, VRT	2022-2026	Mobility Management	\$7,070,000
19464b	Transit - Purchase of Service, Rural Areas, TVT	2022	Purchase of Service	\$177,000
Total				\$22,459,000

As of October 2021.

Ridership

The number of annual passengers on the fixed route system decreased from 1.21 million in 2019 to 1.06 million in 2020. The decrease was due to the pandemic.

Safety



Roadway 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 14), taking into account population growth trends. The COMPASS Board of Directors approved the safety targets on December 16, 2019. While the current approved FY2021 target (gray) is for the years 2015-2019, projects in the FY2022 -2028 TIP will help ITD reach future targets.

Table 14: Idaho Statewide Safety Targets

Idaho	Benchmark	Actual Average	Actual Average	Actual Average *	State and Regional Safety Targets
	2013-2017	2014-2018	2015-2019	2016-2020	2021
Fatalities	223	227	234	234	< 247
Serious Injuries	1,293	1,297	1,269	1,217	< 1,285
Fatalities by VMT*	1.33	1.33	1.35	1.34	< 1.38
Serious Injury by VMT*	7.74	7.59	7.29	6.94	< 7.21
Non-Motorist Fatalities and Serious Injuries	117	121.8	121.2	120.6	< 120

*VMT = vehicle miles traveled per 100 million miles
 Gray highlight = current target

Projects with an emphasis on safety in the FY2022-2028 TIP are shown in Table 15. Only projects shown between FY2022 and FY2026 are included in the analysis, as projects beyond FY2026 are considered illustrative. 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 conduct at this time. Reduction in overall crashes based on measures reported in the Crash Modification Factors (CMF) Clearinghouse will result in reduction of fatalities and serious injuries as well, which are the actual targets. (The CMF Clearinghouse contains predictive data based on studies of similar projects across the nation.) Not every safety measure has predictive data to determine changes in crash rates.

Overall, projects that emphasize safety in the FY2022-2028 TIP are projected to prevent 261 crashes in Ada and Canyon Counties. Almost \$346 million is budgeted towards projects with safety benefits.

Table 15: Analysis of Safety Projects in the FY2022-2028 TIP

Key Number	Project*	Total Cost	Safety Improvement **	Expected % Change Based on CMF Data ***	Expected Actual Change in Crashes ****
13905	10th Avenue ITS and Overlay, Caldwell	\$2,301,000	Resurface pavement	Decrease crashes 5%	-1
22963	ADA Ramps, Greenleaf	\$58,000	Ada ramps	N/A	N/A
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$3,763,000	New bridge	N/A	N/A
13484	Centennial Way Roundabout, Caldwell	\$4,129,000	Conversion of intersection into multi-lane roundabout	Decrease crashes 89%	-26
ORN233 14	Commuteride, Safety and Security Cameras, Ada County	\$49,000	Safety cameras	N/A	N/A

Key Number	Project*	Total Cost	Safety Improvement**	Expected % Change Based on CMF Data***	Expected Actual Change in Crashes****
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	\$5,415,000	Install curb and gutter, bicycle lanes	Decrease crashes 56%	-2
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	\$6,682,000	Widen (2 to 5 lanes), roundabout, curb, gutter	Decrease crashes 82%	-1
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	\$2,549,000	curb, gutter, buffered bike lanes	Decrease crashes 36%	-16
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	\$3,705,000	Convert all-way, stop controlled intersection to roundabout	Decrease crashes 46%	-1
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	\$9,188,000	New signalized intersection	Decrease crashes 17%	-1
ORN23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	\$1,733,000	Multi-use pathway with bridge	Decrease crashes 25%	0
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	\$466,000	Restripe lanes, add bike lanes, 4 lane to 3 lanes	Decrease crashes 73%	-13
22878	Homedale Road, Curve Improvements, Canyon Highway District	\$999,000	Rumble strips	Decrease crashes 34%	-1
ORN23181	I-84 and I-184 Signage Replacement, Ada County	\$509,000	Install improved advance freeway guidance signage	Decrease crashes 7%	-22
ORN22746	I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	\$255,000	Lighting improvements	Increases crashes 16%	4
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	\$46,511,000	Widen road (4 to 6 lanes)	Decrease crashes 15%	-10
20212	I-84, Garrity Interchange to Ten Mile Interchange, Ada County	\$3,045,000	Resurface pavement	Decrease crashes 5%	-4
23099	I-84, SH-44, Westbound Ramp Improvements, Canyon County	\$1,300,000	Install traffic signal, adjust shoulder width	Decrease crashes 75%	-1
22712	I-84B (Garrity Boulevard), Stamm Lane Intersection Improvements, Nampa	\$2,008,000	Intersection improvements	N/A	N/A

Key Number	Project*	Total Cost	Safety Improvement **	Expected % Change Based on CMF Data ***	Expected Actual Change in Crashes ****
22602	Indiana and Orchard Shared Roadway, Canyon County	\$5,303,000	Add paved shoulders	Decrease crashes 67%	-3
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	\$6,216,000	Widen road (3 to 5 lanes)	Decrease crashes 77%	-2
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	\$8,186,000	Install multi-use pathway, curb and gutter	Decrease crashes 33%	-2
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	\$7,074,000	Install curb and gutter, bicycle lanes and convert stop-controlled intersection into multi-lane roundabout	Decrease crashes 43%	-5
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	\$3,063,000	Conversion of intersection into high-speed roundabout, conversion of two-way stop-controlled intersection into single- or multi-lane roundabout	Decrease crashes 67	-4
RD207-01	Orchard Street, Gowen Road to I-84 On-Ramp, Boise	\$19,193,000	Add two lanes, install curb, gutter, bicycle lanes, and convert two-way stop-controlled intersection into single-or multi-lane roundabout	Decrease crashes 70%	-3
22385	Pathway, Greenbelt Completion, Boise State	\$833,000	Install sidewalk barrier	Decrease crashes 67%	-1
13918	Pathway, Rail with Trail, Meridian	\$735,000	Install shared pathway	Decrease crashes 25%	0
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$6,151,000	Pavement Improvements	Decrease crashes 10%	-5
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$2,569,000	Pavement Improvements	Decrease crashes 10%	0

Key Number	Project*	Total Cost	Safety Improvement**	Expected % Change Based on CMF Data***	Expected Actual Change in Crashes****
22101	Peckham Road Intersections, Canyon County	\$557,000	Intersection improvements	N/A	N/A
13964	Peckham Road, US-95 to Notus Road, Canyon County	\$4,316,000	Resurface pavement, install curb and gutter	Decrease crashes 15%	-1
20542	Pedestrian Improvements, SH-55 (Eagle Road), Meridian	\$621,000	Install pathway	Decrease crashes 25%	-4
22944	Pedestrian Improvements, Stoddard Pathway, Nampa	\$492,000	Extend pathway	Decrease crashes 25%	0
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	\$225,000	Install a pedestrian hybrid beacon	Decrease crashes 15%	-1
20537	Railroad Crossing, Benjamin Lane, Boise	\$330,000	Upgrade signs to flashing lights	Decrease crashes 79%	0
20358	Railroad Crossing, Lemp Lane, Canyon County	\$260,000	Upgrade signs to flashing lights and install gates at crossings with signs	Decrease crashes 98%	0
20355	Railroad Crossing, Look Lane, Caldwell	\$814,000	Upgrade signs to flashing lights and install gates at crossings with signs	Decrease crashes 98%	0
23389	Railroad Crossing, Milwaukee Street, Boise	\$407,000	Pavement rehabilitation	N/A	N/A
20606	Railroad Crossing, Old Fort Boise Road, Canyon County	\$265,000	Install automatic gates at crossings that previously had passive traffic control	Decrease crashes 67%	0
20674	Roadway and ADA Improvements, Boise Area - FY2024	\$8,317,000	Segments not selected	N/A	N/A
21896	Roadway and ADA Improvements, Boise Area - FY2025	\$8,230,000	Segments not selected	N/A	N/A
22390	Roadway and ADA Improvements, Boise Area - FY2026	\$8,353,000	Segments not selected	N/A	N/A
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$7,981,000	Pavement Improvements	Decrease crashes 10%	-9
19993	Roadway and ADA Improvements, Part 2, Boise Area - FY2023	\$3,145,000	Pavement Improvements	Decrease crashes 10%	-1

Key Number	Project*	Total Cost	Safety Improvement **	Expected % Change Based on CMF Data ***	Expected Actual Change in Crashes ****
20080	Roadway and ADA Improvements, Part 3, Boise Area - FY2023	\$386,000	Pavement Improvements	Decrease crashes 10%	-7
23293	Safety Audit, Signalized Intersections, Nampa	\$66,000	Study	N/A	N/A
20428	SH-21, Technology Way to Surprise Way, Boise	\$4,150,000	Install raised median, upgrade narrow unpaved shoulder to wide paved shoulder	Decrease crashes 88%	-2
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection Improvements, Eagle	\$9,709,000	Pavement Rehab, Install Raised Medians	Decrease crashes 42%	-51
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	\$9,223,000	Widen road (3 to 5 lanes)	Decrease crashes 66%	-6
20574	SH-44 (State Street), Star Road to SH-16, Ada County	\$12,424,000	Widen road (3 to 5 lanes)	Decrease crashes 66%	-5
21849	SH-45, SH-78 to Deer Flat Road, Canyon/Owyhee Counties	\$9,967,000	Improve surface condition	Decrease crashes 26%	-1
22665	SH-55 (Eagle Road), I-84 to SH-44, Meridian to Eagle	\$9,853,000	Improve surface condition	Decrease crashes 26%	-25
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	\$12,178,000	Bridge rehabilitation	Decrease crashes 26%	-3
20493	SR2S, VRT, Ada County - FY2023	\$174,000	Education	N/A	N/A
21910	SR2S, VRT, Ada County - FY2024-2025	\$419,000	Education	N/A	N/A
22993	SR2S, VRT, Ada County - FY2026	\$222,000	Education	N/A	N/A
22922	SR2S, VRT, Canyon County – FY2022	\$65,000	Education	N/A	N/A
22924	SR2S, VRT, Canyon County – FY2023	\$65,000	Education	N/A	N/A
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	\$3,027,000	Widen road (2 to 5 lanes) Install bike lane, curb, gutter	Decrease crashes 68%	-3
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	\$50,425,000	Widen road (2 to 6 lanes) Install bike lane, curb, gutter	Decrease crashes 64%	-10
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	\$11,300,000	Widen road (2 to 4 lanes), install bicycle and pedestrian facilities	Decrease crashes 64%	-6

Key Number	Project*	Total Cost	Safety Improvement**	Expected % Change Based on CMF Data***	Expected Actual Change in Crashes****
20227	Us 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian	\$4,589,000	Bridge rehabilitation	N/A	N/A
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	\$3,617,000	Widen road (2 to 5 lanes)	Decrease crashes 66%	-2
22600	Western Heritage Byway, Swan Falls Road, ACHD	\$5,798,000	Add shoulders	Decrease crashes 67%	-4
Total Cost and Projected Reduction in Crashes		\$345,958,000			-261 crashes

As of October 2021.

*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.

***CMF=Crash Modification Factors

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



Public Transportation Safety

On November 2, 2020, the Public Transportation Agency Safety Plan (PTASP) was approved by the Valley Regional Transit Board of Directors.

Targets were set based on historical data gathered through reviewing trending information over the past two years. These data are collected monthly and analyzed to ensure Valley Regional Transit is progressing toward the targets. Table 16 provides the safety targets for public transportation.

Table 16: Valley Regional Transit Public Transportation Safety Targets

	FY2022 Target Fixed Route	FY2022 Target Demand-Response
Fatalities		
Total number of fatalities report to the NTD	0	0
Rate of fatalities per total VRM	0	0
Injuries		
Total number of injuries reported to the NTD	2	3
Rate of injuries per total VRM	0.12	0.029
Safety Events		
Total number of safety events reported to the NTD	5	3
Rate of safety events per total VRM	0.21	0.34
System Reliability		
Mean distance between major mechanical failures by mode	16,643.92 VRM	11,151.84 VRM

Approved November 2020.
 NTD=National Transit Database
 VRM=Vehicle Revenue Miles

Support

Certain projects, such as planning or studies, support the overall system. These projects may not specifically “move the needle” on specific performance measures, but allow progress to be made on these measures in the future or assist in maintaining our current transportation system.

Approximately \$28 million is programmed for planning and studies to further transportation improvements from FY2022 through FY2026. See Table 17 for a list of support projects in the TIP.

Table 17: Support Projects in FY2022-2026, in the FY2022-2028 TIP

Key Number	Project	Years of Service	Type of Service	Total Cost
18854	Planning and Mobility Implementation, Boise Area, VRT	2022-2026	Transit planning and mobility management	\$6,165,000
18842	Planning and Mobility Implementation, Nampa Area, VRT	2022-2026	Transit planning and mobility management	\$5,618,000
20271	Planning, Communities in Motion Update, COMPASS	2023-2026	Transportation planning	\$636,000

Key Number	Project	Years of Service	Type of Service	Total Cost
CPA1	Planning, COMPASS	2022-2026	Transportation planning	\$1,160,000
CPA2	Planning, Metropolitan Planning Funds, COMPASS	2022-2026	Transportation and transit planning	\$7,343,000
ORN23175	SH-16, SH-44 to Junction SH-52, Environmental Reevaluation	2026	Environmental re-evaluation	\$3,000,000
ORN23182	SH-44, RWIS near SH-16, Ada County	2024	Road weather information system	\$510,000
22394	Study, Big Data Purchase, COMPASS	2025	Data purchase	\$150,000
23395	Study, Fiscal Impact Analysis, COMPASS	2025	Study	\$60,000
23341	Study, I-84, SH-44 to Centennial Way, Canyon	2022	Study	\$2,100,000
7827	Study, SH-44, Junction I-84 in Canyon County to SH-55 in Eagle	2022	Study	\$960,000
NAM02	Study, Southern Connection to I-84 at SH-16 Interchange, Nampa	2022	Study	\$200,000
Total				\$27,902,000

As of October 2021.

System Performance

Projects that help make the transportation system more reliable are reported in the system performance section.

Almost \$412 million is budgeted to improve system performance in various ways in Ada and Canyon Counties in the FY2022-2028 TIP between FY2022 and FY2026 (Table 18). Note that only projects with construction currently scheduled are included in this list of projects.

Table 18: Projects that Improve System Performance Between FY2022 and FY2026 in the FY2022-2028 TIP

Key Number	Project	Entity/NHS?	Treatment	Total Project Cost
13905	10th Avenue ITS and Overlay, Caldwell	Non-Interstate/Yes	Overlay and ITS	\$2,301,000
13484	Centennial Way Roundabout, Caldwell	Non-Interstate/Yes	Roundabout	\$4,129,000
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	Non-Interstate/Yes	Widen	\$5,415,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	Non-Interstate/Yes	Widen	\$6,682,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	Non-Interstate/Yes	Widen	\$2,549,000

Key Number	Project	Entity/NHS?	Treatment	Total Project Cost
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	Non-interstate/Yes	Roundabout	\$3,705,000
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	Non-interstate/Yes	Intersection Improvements	\$9,188,000
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	Interstate/Yes	Widen	\$46,511,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	Non-interstate/No	Widen	\$6,216,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	Non-interstate/No	Widen	\$8,186,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	Non-interstate/No	Widen	\$7,074,000
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Non-Interstate/Yes	Roundabout	\$3,063,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Non-interstate/No	Replace obsolete bridge	\$11,958,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	Non-Interstate/Yes	Realign and widen	\$19,193,000
22101	Peckham Road Intersections, Canyon County	Non-interstate/No	Intersection Improvements	\$557,000
13964	Peckham Road, US-95 to Notus Road, Canyon County	Non-interstate/No	Rehabilitation and improvements	\$4,316,000
23409	SH-16, Franklin Road to Ustick Road, Canyon County	Non-Interstate/No*	New	\$55,500,000
23410	SH-16, I-84 to Franklin Road, Nampa	Non-Interstate/No*	New	\$60,500,000
23408	SH-16, Ustick Road to US 20/26 and SH-44, Ada County	Non-Interstate/No*	New	\$55,500,000
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle	Non-Interstate/Yes	Intersection Improvements	\$9,709,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Non-Interstate/Yes	Widen	\$9,223,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Non-Interstate/Yes	Widen	\$12,424,000
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	Non-interstate/No	Widen	\$3,027,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Non-Interstate/Yes	Widen	\$50,425,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	Non-Interstate/Yes	Widen	\$11,300,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	Non-Interstate/Yes	Widen	\$3,617,000
Total				\$412,268,000

As of October 2021.

In addition to the projects above, which already have construction scheduled, there are many projects with preliminary studies or development that could lead to funding for the construction phase in the future. The projects in Table 19 are underway, but do not have construction scheduled within the reported time frame.

Table 19: Projects Under Study or Development to Improve System Performance in the Future in the FY2022-2028 TIP

Key Number	Project	Entity/NHS?	Current Phase
23095	Five Mile Road Overpass and Widening, National Environmental Policy Act (NEPA) study, Boise	Non-Interstate/No	Design/ROW
20351	I-84, Karcher Road Interchange in the City of Nampa to the City of Caldwell	Interstate/Yes	Design/ROW
23336	I-84, Karcher Road Interchange, Nampa	Interstate/Yes	Design/ROW
22712	I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	Interstate/Yes	Construction in 2027
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	Non-Interstate/No	Construction in PD
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	Non-Interstate/No	Construction in PD
NEW10	Linder Road, Overland Road to Franklin Road, Widen & Add Overpass, Meridian	Non-Interstate/No	Design/ROW
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	Non-Interstate/No	Construction in PD
ORN23184	SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon	Non-Interstate/Yes	Construction in 2027
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon	Non-Interstate/Yes	Design/ROW
23335	SH-55 (Karcher Road), Pear Lane to Indiana Avenue, Canyon County	Non-Interstate/Yes	Design/ROW
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	Non-Interstate/Yes	Design/ROW

As of October 2021.

Additional analysis for federal performance measures are provided below.



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 20).

Table 20: 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	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2022 Target
Reliable	92.70%	97.90%	90.40%	97.20%	95.40%	98.60%	> 90%
Not Reliable	7.30%	2.10%	9.60%	2.80%	4.60%	1.40%	
Total	100%	100%	100%	100.00%	100.00%	100.00%	
Non-Interstate							
Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2022 Target
Reliable	78.60%	91.50%	76.20%	84.80%	82.60%	89.50%	> 70%
Not Reliable	21.40%	8.50%	23.80%	15.20%	17.40%	10.50%	
Total	100%	100%	100%	100.00%	100.00%	100.00%	

Green highlight = meets FY2022 target

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 10). Congestion on 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.

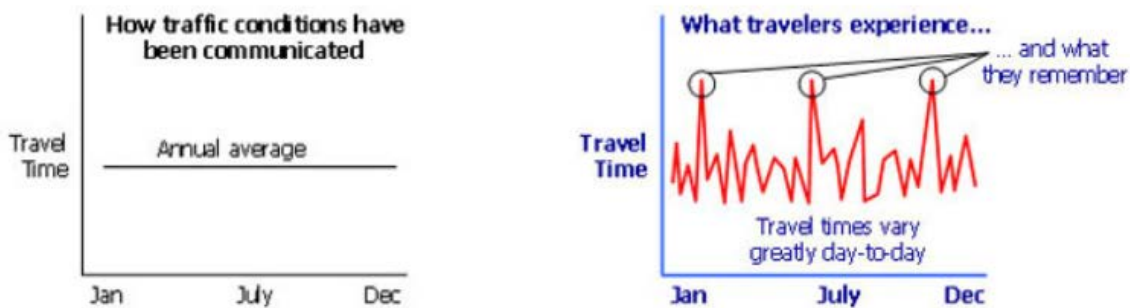


Figure 10: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure website

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 an equivalent data source. 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 11.

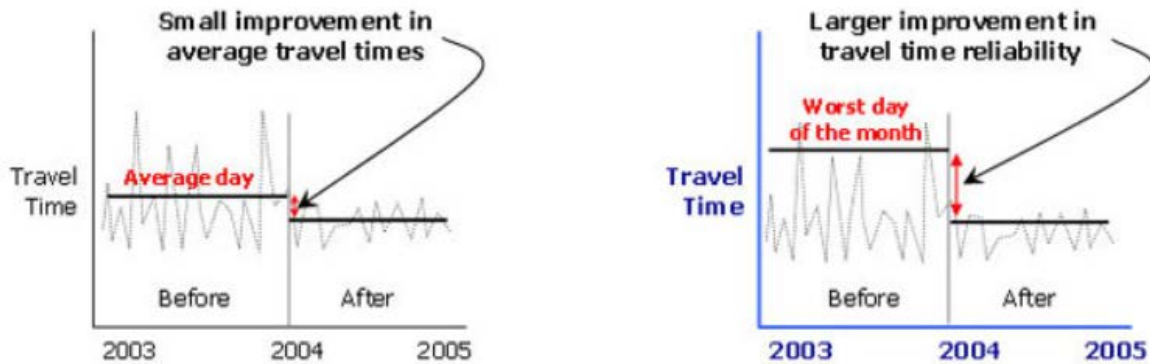


Figure 11: Sample Improvements in Average Travel Times, from FHWA's Performance Measure website

The 2020 level of travel time reliability on the NHS is provided in the 2020 Congestion Management Annual Report, available on the COMPASS [website](#)³¹. Figure 12, below, is an excerpt of this report showing segments (by direction) that are reliable (gray) and not reliable (red).

³¹ 2020 Congestion Management Annual Report: https://www.compassidaho.org/documents/prodserv/reports/2020_Congestion_Management_Annual_Report.pdf

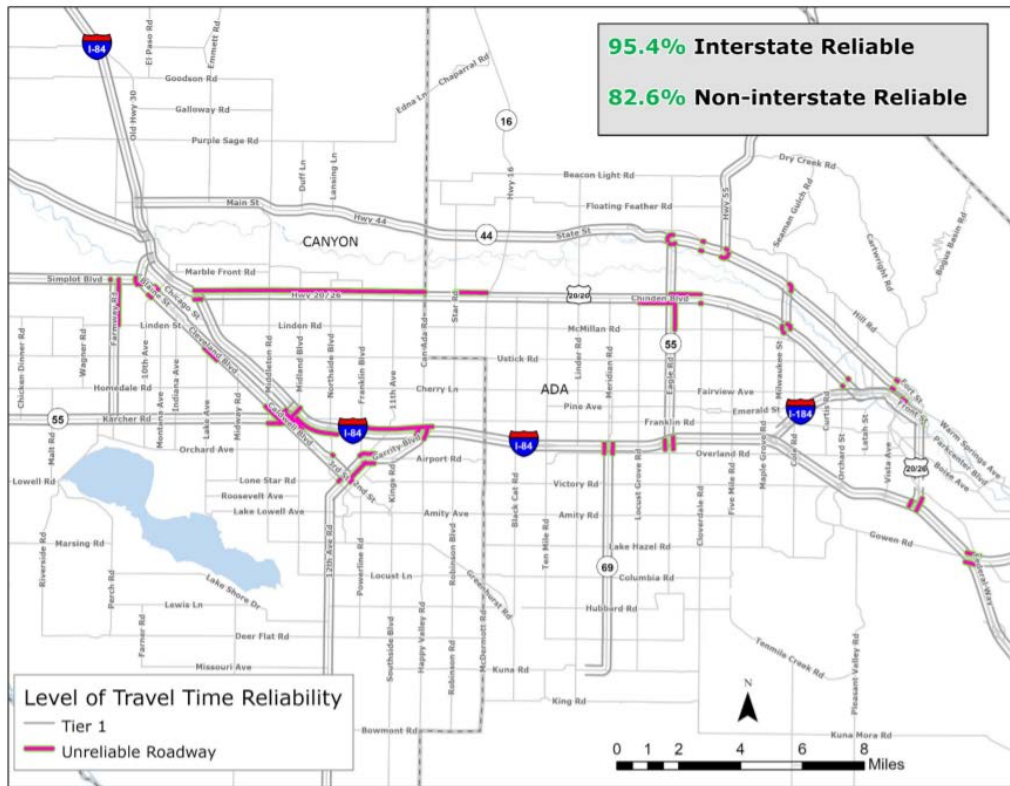


Figure 12: 2020 NHS Level of Travel Time Reliability

In the FY2022-2028 TIP, almost \$200 million is budgeted for travel time reliability measures specifically on the NHS.



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 the interstate system) (Table 21). 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 and the industries it serves.

Table 21: Truck Travel Time Reliability and FY2022 Target

Interstate							
Condition	FY2017 Regional Reliability Score	FY2017 Statewide Reliability Score	FY2019 Regional Reliability Score	FY2019 Statewide Reliability Score	FY2020 Regional Reliability Score	FY2020 Statewide Reliability Score	FY2022 Target
Reliable	1.47	1.17	1.50	1.20	1.32	1.17	<1.3

Peach highlight = does not meet 2022 target

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 for interstate travel. 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 time by the normal time (50th percentile) for each segment. The maximum TTTR is the comparative number for truck travel on the interstate. See Table 22 for an example of how the index works.

Table 22: Truck Travel Time Reliability (TTTR) Index Example

Segment: Longer Travel Time (95th) divided by Normal Travel Time (50th) = # 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.”

The 2020 truck travel time reliability on the interstate is provided in the 2020 Congestion Management Annual Report, available on the COMPASS [website](#)³². Figure 13, below, is an excerpt of this report showing segments that are considered fair (orange) and poor (pink) in regards to truck travel time reliability on the interstate system.

³² 2020 Congestion Management Annual Report:
https://www.compassidaho.org/documents/prodserv/reports/2020_Congestion_Management_Annual_Report.pdf

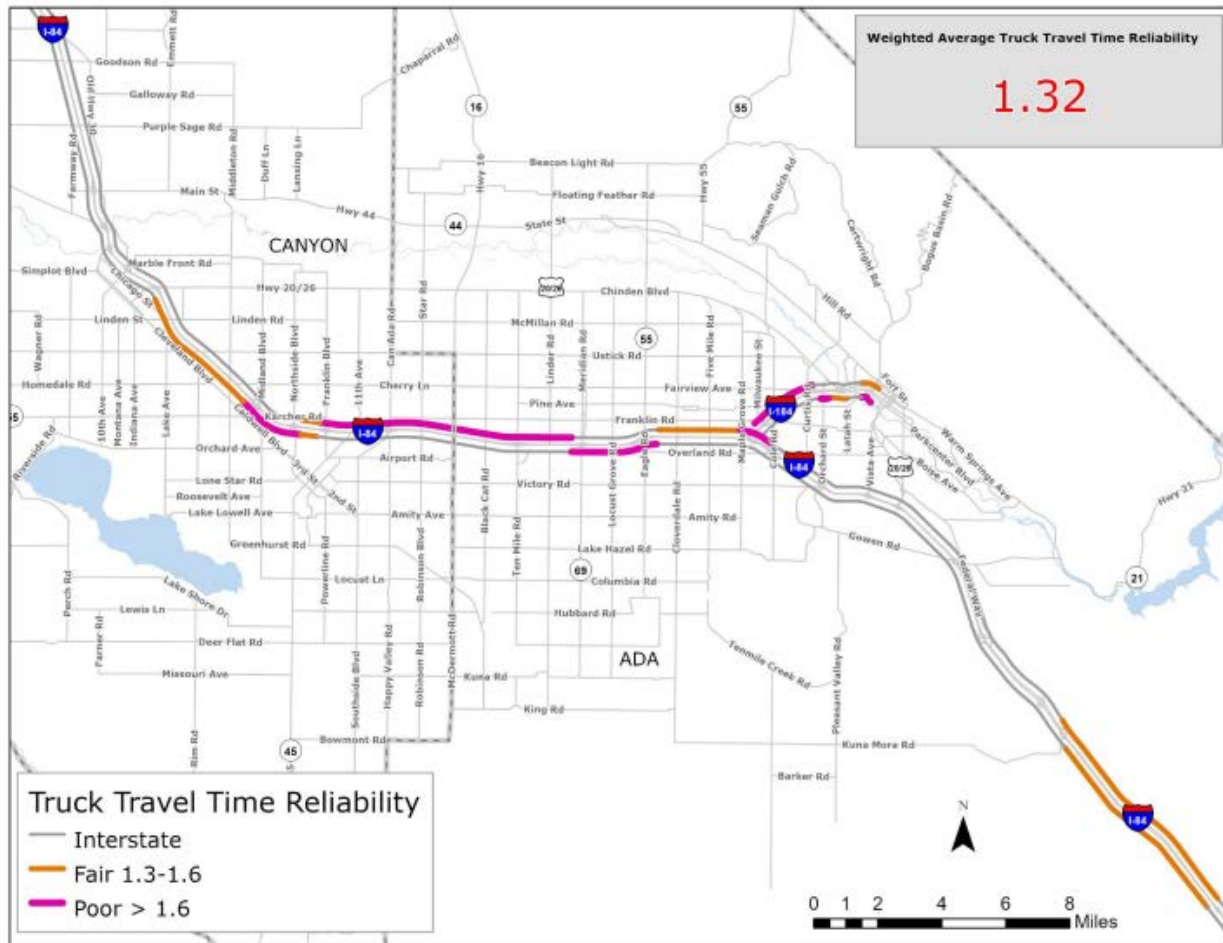


Figure 13: 2020 Truck Travel Time Reliability on the Interstate

More than \$46 million is budgeted to improve truck travel time reliability in Canyon County on Interstate 84 in the FY2021-2027 TIP (Table 23). 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](#)³³.

Several projects were funded over the last few years that are currently under construction. These projects will increase capacity on the interstate in segments currently considered fair to poor in truck travel time reliability. These projects are not specifically shown in the FY2022-2028 TIP, as no funds are currently budgeted:

- Widening Interstate 84 from the Karcher Road Interchange to Franklin Boulevard in the City of Nampa
- Widening Interstate 84 from the City of Caldwell to the Karcher Road Interchange in the City of Nampa
- Replacing the Ustick Road Overpass over Interstate 84

³³ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

Table 23: Projects that Improve Truck Travel Time Reliability on the Interstate in the FY2022-2028 TIP

Key Number	Project*	Treatment	Total Project Cost
23081	I-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa	Widen	\$46,511,000
Total			\$46,511,000

As of September 2021.



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,” as defined by the Interagency Consultation Committee, 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 FY2022-2028 TIP meet air quality conformity requirements for Northern Ada County.

The [Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update](#)³⁴ 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 FY2022-2028 TIP. The [Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan](#)³⁵ does not contain any motor vehicle emissions budgets. However, COMPASS conducts a build versus no

³⁴ Northern Ada County Maintenance Plan:

<https://www2.deq.idaho.gov/admin/LEIA/api/document/download/15913>

³⁵ Northern Ada County Second 10-Year Carbon Monoxide Limited Maintenance Plan:

<https://www2.deq.idaho.gov/admin/LEIA/api/document/download/15914>

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 FY2022-2028 Regional Transportation Improvement Program*, Report Number 02-2022, is provided under separate cover and can be found [online](#).³⁶

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 plan. 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.

³⁶ Air Quality Conformity Demonstration: <http://www.compassidaho.org/prodserv/aq-demo.htm>.

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 2013³⁷.

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, March 2014.

ValleyConnect 2.0, VRT, April 2018.

³⁷ 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.

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.

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 funding assumptions and guidelines was used to develop the highway funding levels shown in the TIP.

1. Federal-Aid Funding Assumptions

Program funding levels are reflective of apportionments in the FAST Act. FY2022 through FY2028 funding levels are flat-lined based on FY2020 apportionments, as the FAST Act expired in FY2020, and is currently extended through December 3, 2021.

Funds in the list of projects (Appendix E) 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 FY2021 that affect transportation funding.

House Bill 308 provides for a cash transfer of \$126 million from the general fund to the Local Highway Distribution Account and the Idaho Transportation Department. The bill highlights a portion of that funding to be budgeted in SFY2021.

House Bill 362 increases the sales tax transfer to the Transportation Expansion and Congestion Mitigation fund from 1% to 4.5%, or a minimum of \$80 million, beginning in SFY2022. In addition, the bill includes a provision for funds in excess of \$80 million to be distributed to local agencies through the Local Highway Distribution Account.

As a reminder, Senate Bill 1201, passed during the 2019 Legislative Session removes the Idaho State Police funding from the Highway Distribution Account formula over a period of five years beginning with the FY2022 appropriation. This action results in an additional \$1.9 million per year over those five years, for a total of approximately \$11 million when the transition is complete in SFY2026.

The estimated state funding for FY2022 through FY2028 for highway capital construction ranges from \$111,900,000 to \$167,300,000 annually.

3. GARVEE Bonding Debt 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 \$66,900,000 annually, including the original \$857,000,000 and the new \$300,000,000 legislative authorization. Approximately \$62,000,000 of the debt service are federal funds and approximately \$4,900,000 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 expired on September 30, 2020, and is currently extended through early November 2021. 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 FY2022 is \$13.8 million.

Total estimated funding under the extended FAST Act for non-ITD recipients (transit service providers in the urbanized areas, such as VRT) is estimated to be \$13.6 million in FY2022.

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 Idaho 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, so all projects are listed individually in the COMPASS TIP.

Financial Status of ITD Projects

The FY2022-2028 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 24).

Table 24: ITD Appropriations – FY2022

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-FY2022 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 and 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
Total Program Funding	\$439.1	\$390.4	\$19.5	\$849.1
	51.7%	46.0%	2.3%	
Funds in Excess of Appropriation	\$1.1	-	(\$0.1)	\$1.0

Amounts in millions and rounded.

HDA revenue is obtained from various sources and distributed to multiple agencies. ITD’s revenue forecast (Table 25) provides the summary of how these funds are forecasted for FY2022.

Table 25: ITD Highway User Revenue - FY2022

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

Amounts in millions and rounded.
 Based on August 2021 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 FY2022 through FY2028. 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 MPOs’ TIPs.

ITD’s budget policy section estimates revenues into the state HDA based on past performance and future economic and use factors (Table 26). The amounts shown include the match and federal funds estimated to be available to programmed projects.

Table 26: Available Funding* with Match vs. Programmed Projects DRAFT FY2022-2028 Idaho Transportation Investment Program

Amounts in \$1,000 and rounded.

Program Name	Idaho Transportation Investment Program (ITIP)															
	Statewide Transportation Improvement Program (STIP)								FY2026*		(PREL for Locals) FY2027*		FY2028*		Sum FY22-28	
	FY2022*		FY2023*		FY2024*		FY2025*		Available	Program	Available	Program	Available	Program	Available	Program
Pavement Preservation (Commerce)	38,523	28,884	8,803	12,564	20,973	24,284	17,413	24,441	20,628	19,383	39,081	33,752	29,642	2,818	174,343	146,126
Pavement Preservation (Non-Commerce)	12,681	12,432	10,813	10,601	6,459	6,332	7,608	7,549	6,035	5,118	12,878	12,625	15,983	799	72,458	55,366
Pavement Restoration	81,113	61,840	65,459	64,933	68,593	72,617	70,741	78,044	109,200	110,329	72,638	68,203	73,282	1,338	541,027	457,304
<i>State Highway System (SHS) Pavements</i>	<i>132,318</i>	<i>103,156</i>	<i>84,355</i>	<i>88,098</i>	<i>96,025</i>	<i>103,233</i>	<i>95,763</i>	<i>109,944</i>	<i>135,863</i>	<i>134,830</i>	<i>124,597</i>	<i>114,580</i>	<i>118,908</i>	<i>4,955</i>	<i>787,828</i>	<i>658,796</i>
Bridge Preservation	15,074	14,222	29,083	24,967	17,282	16,409	12,899	12,122	15,665	14,844	14,753	13,960	13,320	2,000	118,075	98,524
Bridge Restoration	71,143	64,451	93,465	89,269	87,790	83,751	94,461	90,336	68,740	65,165	55,347	52,078	57,718	2,886	528,663	447,936
<i>SHS Bridges</i>	<i>86,217</i>	<i>78,673</i>	<i>122,548</i>	<i>114,236</i>	<i>105,072</i>	<i>100,160</i>	<i>107,360</i>	<i>102,458</i>	<i>84,405</i>	<i>80,009</i>	<i>70,100</i>	<i>66,038</i>	<i>71,038</i>	<i>4,886</i>	<i>646,739</i>	<i>546,460</i>
Supporting Infrastructure Assets	7,000	7,340	6,863	7,285	6,728	523	6,596	513	6,467	550	6,340	610	6,216	-	46,210	16,821
Safety – Rest Areas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Safety Capacity	-	46,551	-	56,267	-	45,349	-	41,476	-	18,993	-	33,143	-	-	-	241,779
	-	63,579	-	46,541	-	46,207	-	43,887	-	41,695	-	44,854	-	3,552	-	290,315
Safety & Capacity Total	118,982	110,130	107,831	102,808	96,296	91,556	89,923	85,363	64,697	60,688	82,298	77,997	71,038	3,552	631,065	532,094
<i>(Row 4+7+8+9+12) SHS CORE</i>	<i>344,517</i>	<i>299,299</i>	<i>321,597</i>	<i>312,427</i>	<i>304,121</i>	<i>295,472</i>	<i>299,642</i>	<i>298,278</i>	<i>291,432</i>	<i>276,077</i>	<i>283,335</i>	<i>259,225</i>	<i>267,199</i>	<i>13,393</i>	<i>2,111,842</i>	<i>1,754,171</i>
Early Development	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Formula Debt Service + Fees & Interest2	69,512	69,512	69,537	69,537	69,552	69,552	69,613	69,613	69,640	69,640	71,071	71,071	72,510	72,510	491,435	491,435
SHS Strategic	69,512	69,512	69,537	69,537	69,552	69,552	69,613	69,613	69,640	69,640	71,071	71,071	72,510	72,510	491,435	491,435
System Support	6,500	7,727	6,500	7,596	6,500	7,596	6,500	7,626	6,500	500	6,500	500	6,500	-	45,500	31,545
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	12,727	11,500	12,596	11,500	12,596	11,500	12,626	11,500	5,500	11,500	5,500	11,500	5,000	80,500	66,545
Planning & Scoping	1,835	1,835	1,625	1,625	1,350	1,350	1,350	1,350	-	-	-	-	-	-	6,160	6,160
Metropolitan Planning	1,873	1,895	1,873	1,895	1,873	1,895	1,873	1,895	1,873	-	-	-	-	-	9,364	7,580
State Planning and Research	6,982	7,090	6,994	7,090	6,982	7,090	6,983	7,066	6,983	-	-	-	-	-	34,924	28,336
Highway Planning	10,690	10,820	10,492	10,610	10,205	10,335	10,206	10,311	8,856	-	-	-	-	-	50,448	42,076
Recreational Trails	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	-	-	-	-	-	8,553	6,844
Transportation Alternatives (TAP)	3,822	3,518	3,822	4,794	3,822	-	3,822	-	3,822	-	-	-	-	-	19,109	8,312
Freight	10,322	7,275	10,138	8,633	9,922	-	9,728	4,006	9,537	2,706	9,350	12,225	9,167	-	68,163	34,845
Congestion Mitigation/Air Quality (CMAQ)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Statewide Competitive	8,800	8,454	8,628	8,361	8,458	8,344	8,292	8,619	8,130	-	30,000	29,679	-	-	72,308	63,457
STBG – Local Urban	10,814	10,601	10,602	10,464	10,394	10,259	10,190	10,058	9,991	-	19,589	18,932	-	-	71,580	60,314
TAP – Transportation Mgt Area	480	470	470	461	461	452	452	443	443	-	869	664	-	-	3,176	2,490
STBG – Local Rural	14,542	14,263	14,151	10,865	13,770	10,959	13,398	10,089	13,135	-	39,337	39,337	-	-	108,332	85,513
Bridge, Local	5,447	3,485	5,340	6,970	5,235	3,904	5,133	4,915	5,032	-	21,135	24,261	-	-	47,323	43,535
Bridge, Off System	4,085	2,561	4,005	4,858	3,926	7,057	3,849	5,570	3,774	-	7,838	7,838	-	-	27,477	27,884
Safety - Local	8,837	8,729	8,672	8,558	8,495	8,391	8,328	8,226	8,165	-	8,005	8,064	7,848	7,907	58,349	49,875
Safety – Railroad Crossings	2,196	2,015	2,196	1,755	2,196	1,515	2,196	2,090	2,196	-	2,196	2,191	2,196	2,191	15,371	11,757
Highway Local	55,201	50,578	54,063	52,292	52,935	50,881	51,839	50,010	50,866	-	128,969	130,966	11,096	11,096	403,917	344,825

Amounts in \$1,000 and rounded.

Idaho Transportation Investment Program (ITIP)																
Program Name	Statewide Transportation Improvement Program (STIP)								FY2026*		(PREL for Locals)		FY2028*		Sum FY22-28	
	FY2022*		FY2023*		FY2024*		FY2025*				FY2027*					
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
LHTAC Programs	32,911	29,038	32,167	31,251	31,426	30,311	30,708	28,800	30,106	-	76,315	79,500	7,848	7,907	241,481	206,807
Highway Federal Formula & State Funds																
High Priority (SAFETEA-LU)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Priority (TEA-21)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Discretionary & Earmarks & Applications	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Emergency Relief	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal Lands Access	13,898	17,110	13,898	18,482	13,898	18,482	13,898	1,686	13,898	-	-	-	-	-	69,490	54,977
Indian Reservation Roads	1,007	1,007	457	457	457	457	-	-	-	-	-	-	-	-	2,351	2,351
Other Federal Non-Formula	2,262	2,262	2,062	2,062	2,062	2,062	462	462	-	-	-	-	-	-	7,048	7,048
Highway Other Federal Programs	17,167	20,379	16,417	21,001	17,047	20,848	14,360	2,148	13,898	-	-	-	-	-	78,889	64,376
Federal Non-Participating	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local/Private Partnership	448	448	2,175	2,175	380	380	1,995	1,995	-	-	780	780	-	-	5,778	5,778
Highway Other Programs	448	448	2,175	2,175	380	380	1,995	1,995	-	-	780	780	-	-	5,778	13,577
GARVEE 2017 Legislative Authorization 2	78,697	78,697	-	-	-	-	-	-	-	-	-	-	-	-	78,697	78,697
Highways Total	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
Public Transit Total	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
Airport Facility Maintenance	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
Aeronautics Total	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
Grand Total	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 FY2020, the local roadway jurisdictions in Ada and Canyon Counties budgeted only 3.15% of their budget to capital construction projects. The majority of their funds (54.46%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 26.16% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed 9.26% of the budgets. Finally, administrative costs were 6.96% of the overall expenses for roadway jurisdictions.

The local roadway jurisdictions collectively reported on their FY2020 Road and Street Reports that almost \$99 million of maintenance work is currently deferred, due to lack of funding. Tables 27 through 29 provide FY2020 financial information from local agencies with roadway jurisdictions in Ada and Canyon Counties. Additional information is provided in Appendix C. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 27: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2020

	Total Local Income	Total State Income	Total Federal Income	Total Income
Highway Districts				
ACHD	\$88,916,822	\$36,877,737	\$1,773,565	\$127,568,124
Canyon Highway District	\$6,654,018	\$3,202,642	\$151,393	\$10,008,053
Golden Gate Highway District	\$1,413,652	\$1,321,439	\$11,514	\$2,746,605
Nampa Highway District	\$9,017,092	\$4,604,210	\$0	\$13,621,303
Notus-Parma Highway District	\$1,117,671	\$1,181,149	\$0	\$2,298,820
Cities				
Caldwell	\$5,117,200	\$3,157,251	\$132,790	\$8,407,241
Greenleaf	\$48,014	\$140,807	\$0	\$188,821
Melba	\$19,551	\$60,273	\$0	\$79,824
Middleton	\$1,769,241	\$504,884	\$79,784	\$2,353,909
Nampa	\$11,125,734	\$4,554,868	\$522,546	\$16,203,148
Notus	\$23,921	\$129,095	\$0	\$153,016
Parma	\$182,531	\$103,782	\$0	\$286,313
Wilder	\$36,935	\$82,628	\$23,000	\$142,563
Total	\$125,442,382	\$55,920,765	\$2,694,592	\$184,057,740

Source: 2020 Road and Street Report, Self-Reported, September 30, 2020.

Table 28: Total Disbursements for Agencies with Roadway Jurisdiction, FY2020

	Total Construction Costs	Total Reconstruction Costs	Total Routine Maintenance	Total Equipment	Administration	*Other Expenses	Total Disbursements
Highway Districts							
ACHD	\$2,213,591	\$45,052,855	\$18,787,792	\$7,451,609	\$7,443,151	\$32,287,783	\$113,236,781
Canyon Highway District	\$0	\$3,484,545	\$1,618,629	\$1,356,905	\$681,993	\$719,720	\$7,861,792
Golden Gate Highway District	\$0	\$436,121	\$973,027	\$508,481	\$338,080	\$135,174	\$2,390,883
Nampa Highway District	\$761,704	\$2,398,567	\$3,679,957	\$835,193	\$542,506	\$3,410,165	\$11,628,092
Notus-Parma Highway District	\$0	\$183,312	\$624,896	\$485,524	\$349,855	\$131,172	\$1,774,759
Cities							
Caldwell	\$1,659,230	\$1,121,333	\$1,439,979	\$1,742,336	\$593,473	\$1,929,757	\$8,486,108
Greenleaf	\$0	\$138,883	\$2,357	\$12,708	\$21,241	\$13,632	\$188,821
Melba	\$0	\$0	\$37,186	\$374	\$25,164	\$15,627	\$78,351
Middleton	\$464,126	\$43,601	\$167,405	\$99,730	\$86,278	\$701,523	\$1,562,663
Nampa	\$0	\$4,654,511	\$2,902,205	\$2,268,483	\$1,041,119	\$2,901,086	\$13,767,404
Notus	\$0	\$0	\$108,304	\$1,010	\$455	\$9,425	\$119,194
Parma	\$0	\$86,710	\$77,851	\$195,135	\$68,513	\$35,864	\$464,073
Wilder	\$0	\$26,409	\$21,024	\$19,619	\$59,901	\$9,800	\$136,753
Total	\$5,098,651	\$57,626,847	\$30,440,612	\$14,977,107	\$11,251,729	\$42,300,728	\$161,695,674

*Other expenses include property purchase, audits, engineering services, payments to local governments, etc.
 Source: 2020 Road and Street Report, Self-Reported, September 30, 2020.

Table 29: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2020

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjust	Closing Fund Balance	Obligated for projects	Retained for operations
Highway Districts								
ACHD	\$30,966,447	\$127,568,124	\$113,236,781	\$14,331,343		\$45,297,790	\$45,297,790	
Canyon Highway District	\$5,103,079	\$10,008,053	\$7,861,792	\$2,146,261	-\$39,425	\$7,209,915	\$6,709,915	\$500,000
Golden Gate Highway District	\$2,021,045	\$2,746,605	\$2,390,883	\$355,722		\$2,376,767	\$2,168,766	\$208,001
Nampa Highway District	\$9,834,821	\$13,621,303	\$11,628,092	\$1,993,210		\$11,828,031	\$9,348,139	\$2,479,892
Notus-Parma Highway District	\$468,574	\$2,298,820	\$1,774,759	\$524,061		\$992,635	\$792,635	\$200,000
Cities								
Caldwell	\$6,532,747	\$8,407,241	\$8,486,108	-\$78,867		\$6,453,880		
Greenleaf	\$120,346	\$188,821	\$188,821	\$0		\$120,346	\$120,346	
Melba		\$79,824	\$78,351	\$1,473		\$1,473	\$1,473	
Middleton		\$2,353,909	\$1,562,663	\$791,246		\$791,246	\$791,246	
Nampa	\$8,693,710	\$16,203,148	\$13,767,404	\$2,435,744		\$11,129,454		
Notus		\$153,016	\$119,194	\$33,822		\$33,822	\$33,822	
Parma	\$443,372	\$286,313	\$464,073	-\$177,760		\$265,612	\$61,500	\$204,112
Wilder	\$171,931	\$142,563	\$136,753	\$5,810		\$177,741	\$177,741	
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: 2020 Road and Street Report, Self-Reported, September 30, 2020.

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 C. VRT reports a capital shortfall of \$17 million.

Table 30 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.

In order to provide more certainty to the public transportation program, VRT develops 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 2021 and expects a final TDP to be adopted in October 2022.

Table 30: VRT FY2022 Budget Summary by Budget Area

**Fiscal Year 2022 Budget
Budget Summary by Budget Area**

REVENUES		EXPENSES	
Regional Overhead		Regional Overhead	
Directly Generated Revenues	\$ 43,750	Wages and Salaries	\$ 1,897,364
Auxiliary Revenues	519,939	Fringe Benefits	1,230,392
Federal Assistance	2,667,139	Professional Services	1,097,655
Local Assistance	2,335,187	Materials and Supplies	98,800
TOTAL	\$ 5,566,016	Utilities	131,783
		Casualty and Liability	24,361
		Purchased Transportation	-
		Miscellaneous	528,306
		Subrecipient Pass Through	492,000
		Interest	400
		Leases and Rentals	64,955
		TOTAL	\$ 5,566,016
Ada County Transportation Services		Ada County Transportation Services	
Directly Generated Revenues	\$ 380,997	Wages and Salaries	\$ 4,719,150
Auxiliary Revenues	76,142	Fringe Benefits	3,875,711
Federal Assistance	4,360,703	Professional Services	642,418
Local Assistance	6,442,357	Materials and Supplies	989,500
TOTAL	\$ 11,260,199	Utilities	160,394
		Casualty and Liability	557,343
		Purchased Transportation	-
		Miscellaneous	183,760
		Interest	-
		Leases and Rentals	131,924
		TOTAL	\$ 11,260,199
Canyon County Transportation Services		Canyon County Transportation Services	
Directly Generated Revenues	\$ 82,393	Wages and Salaries	\$ 1,158,719
Auxiliary Revenues	23,260	Fringe Benefits	585,388
Federal Assistance	1,995,499	Professional Services	191,405
Local Assistance	418,797	Materials and Supplies	348,010
TOTAL	\$ 2,519,950	Utilities	48,031
		Casualty and Liability	156,538
		Purchased Transportation	-
		Miscellaneous	23,759
		Interest	-
		Leases and Rentals	8,100
		TOTAL	\$ 2,519,950
Specialized Transportation Services		Specialized Transportation Services	
Directly Generated Revenues	\$ -	Wages and Salaries	\$ 251,882
Auxiliary Revenues	-	Fringe Benefits	173,326
Federal Assistance	1,851,184	Professional Services	249,175
Local Assistance	1,042,442	Materials and Supplies	125,850
TOTAL	\$ 2,893,626	Utilities	7,700
		Casualty and Liability	83,000
		Purchased Transportation	1,981,943
		Miscellaneous	20,750
		Interest	-
		Leases and Rentals	-
		TOTAL	\$ 2,893,626
Capital Projects		Capital Projects	
Federal Capital Assistance	\$ 2,288,000	VRT	\$ 2,860,000
Local Capital Assistance	572,000	Subrecipient - Pass Through	-
Subrecipient Pass Through	-	TOTAL	\$ 2,860,000
TOTAL	\$ 2,860,000		
Grand Total Revenues	\$ 25,099,791	Grand Total Expenses	\$ 25,099,791

General Statement of Financial Constraint

The projects programmed in this document can reasonably be funded through anticipated funding sources. The percentage of programmed funds per available funds for each year is provided in Table 31.

Table 31: Percentage of Programmed vs. Available Funds Per Year

2022	2023	2024	2025	2026	PD
99.83%	99.94%	99.74%	98.93%	98.35%	95.86%

Table 32 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 32: COMPASS Region Available vs. Programmed Funding

Funding Source*	2022		2023		2024		2025		2026		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Bridge (Local)	149	149	6,626	6,626	0	0	0	0	0	0	0	0
Bridge Preservation	0	0	1,278	1,278	0	0	0	0	0	0	0	0
Fed RRX	330	330	755	755	260	260	0	0	0	0	700	700
FLAP	139	139	399	399	8,805	8,805	1,319	1,319	0	0	0	0
Freight	959	959	8,010	8,010	0	0	0	0	0	0	0	0
FTA 5303***	312	312	312	312	312	312	312	312	0	0	0	0
FTA 5307 LU***	4,703	4,703	4,703	4,703	4,703	4,703	4,703	4,704	4,703	4,704	0	0
FTA 5307 SU***	3,114	3,114	2,614	2,614	2,614	2,613	2,614	2,614	2,614	2,614	0	0
FTA 5310 LU***	322	322	322	322	322	322	322	322	322	322	0	0
FTA 5310 R***	192	192	0	0	0	0	0	0	0	0	0	0
FTA 5310 SU***	269	269	269	269	269	269	269	269	269	269	0	0
FTA 5311***	615	615	0	0	0	0	0	0	0	0	0	0
FTA 5339 LU***	531	531	531	531	531	531	531	531	531	531	0	0
FTA 5339 R***	1,734	1,734	0	0	0	0	0	0	0	0	0	0
FTA 5339 SU***	285	285	285	285	285	285	285	285	285	285	0	0
HB132 and HB312	4,000	4,000	0	0	0	0	0	0	0	0	0	0
HSIP (Local)	0	0	87	87	846	846	0	0	0	0	0	0
IM	0	0	7,650	7,650	0	0	2,955	2,955	0	0	0	0
Local (Regionally Significant)	8,078	8,078	21,177	21,177	21,426	21,426	8,609	8,609	0	0	27,388	27,388
Local Participating	1,106	1,106	11,720	11,720	1,118	1,118	626	626	19	19	0	0
Metropolitan Planning	1,199	1,199	1,199	1,199	1,199	1,199	1,199	1,199	1,199	1,199	0	0
NHPP	28,546	28,546	16,722	16,722	580	580	0	0	3,000	3,000	24,028	24,028
Non-Participating (Local)	310	310	714	714	0	0	0	0	0	0	0	0
Private Developer	200	200	0	0	0	0	0	0	0	0	0	0
State	12,997	12,997	26,925	26,925	6,083	6,083	0	0	4,126	4,126	42,536	42,536
STBG-R	4,089	4,089	0	0	0	0	0	0	0	0	2,763	2,763
STBG-State	2,754	2,754	624	624	0	0	0	0	0	0	2,551	2,551
STBG-TMA****	13,482	13,009	10,814	10,714	12,436	12,220	10,814	10,379	10,814	10,172	21,628	15,945
STBG-U	3,753	3,753	5,107	5,107	215	215	2,309	2,309	2,187	2,187	4,986	4,986
TAP-State	479	479	613	613	0	0	0	0	0	0	0	0
TAP-TMA	480	400	480	477	480	470	480	460	480	452	960	898
TECM	230,085	230,085	52,658	52,658	23,689	23,689	5,000	5,000	10,000	10,000	0	0
Total	325,212	324,659	182,594	182,491	86,173	85,946	42,347	41,893	40,549	39,880	127,060	121,795

As of October 2021.

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 Appendix A “Funding Types and Acronyms”

**PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work. Column includes projects reported as funded in FY2027 or FY2028.

***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.

****Includes carry over funds from the Coronavirus Response and Relief Supplemental Appropriations Act, 2021

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 33.

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.
- Roadway projects that also include sidewalk improvements and signal improvements are shown as 50% roadway, 25% alternative solutions, and 25% 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 33: Share of Project Costs Allocated by Type of Project

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
2022	\$328,884	\$282,164	\$37,476	\$4,008	\$5,236	85.79%	11.39%	1.22%	1.59%
2023	\$183,729	\$134,859	\$35,352	\$11,470	\$2,048	73.40%	19.24%	6.24%	1.11%
2024	\$88,789	\$53,183	\$32,522	\$475	\$2,610	59.90%	36.63%	0.53%	2.94%
2025	\$45,147	\$22,554	\$19,381	\$1,057	\$2,155	49.96%	42.93%	2.34%	4.77%
2026	\$43,106	\$20,908	\$16,396	\$997	\$4,805	48.50%	38.04%	2.31%	11.15%
2027	\$53,391	\$48,377	\$3,905	\$877	\$232	90.61%	7.31%	1.64%	0.43%
2028	\$28,786	\$27,479	\$1,308	\$0	\$0	95.46%	4.54%	0.00%	0.00%
PD	\$37,821	\$26,154	\$11,295	\$0	\$373	69.15%	29.86%	0.00%	0.99%
Total	\$809,653	\$615,676	\$157,635	\$18,883	\$17,459	76.04%	19.47%	2.33%	2.16%

As of October 2021.

*Shown in year of expenditure – inflated.

*Funds shown in \$1,000.

*Required match and local funds included.

APPENDIX A: FUNDING TYPES AND ACRONYMS

Provides a way to decipher transportation and federal jargon.

Funding Sources and Uses

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 34 provides a brief description of those funding sources.

COMPASS staff created a [funding fact sheet](#)³⁸ 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 34: 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
Coronavirus Aid, Relief, and Economic Security Act (CARES)	Projects to keep the public transportation assets and services viable through the COVID pandemic.	Operational expenses, bus replacement, increased sanitation.	Public transportation providers in the Boise and Nampa Urbanized Areas
Coronavirus Aid, Relief, and Economic Security Act (CARES)	Projects to keep the public transportation assets and services viable through the COVID pandemic.	Operational expenses, bus replacement, increased sanitation.	Public transportation providers in the Boise and Nampa Urbanized Areas
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)

³⁸ 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**
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)
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

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
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)
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 I-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

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
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
Private Developer	A project funded by a private developer or organization that is regionally significant.	Improvements to a major roadway or intersection, such as a principal arterial.	Private Developers
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
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
State Rail Protection Account	Provides the match funds for the federal railroad crossing project, which requires 10% local match.	Improve the surface of a railroad crossing and/or add lighting and safety gates.	Local highway districts or cities
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
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, transit capital projects, 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

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
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, transit capital projects, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in the Nampa Urbanized Area
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.

Acronyms

Table 35 provides general acronyms and terms found throughout the TIP or in discussions about projects and funding.

Table 35: 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.
COMPASS/CPA	Community Planning Association of Southwest Idaho
HD	Highway district
Federal-aid Roadway	Road that is functionally classified as a collector or higher, making it eligible for federal funding.
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.
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).

Acronym or Term	Definition
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 B: 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

The analysis below was developed for the FY2021-2027 TIP. There were some changes, however, due to timing constraints associated with building an updated travel demand model, a similar analysis was not developed for the FY2022-2028 TIP. Several major additional projects would be added in updated information, such as construction of phase 2 of the State Highway 16 corridor and additional segments on the State Highway 55 corridor in Canyon County.

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 14 (segments included in the analysis are shown in blue; referred to as "NHS-State"); results are shown in Figures 14 through 24.

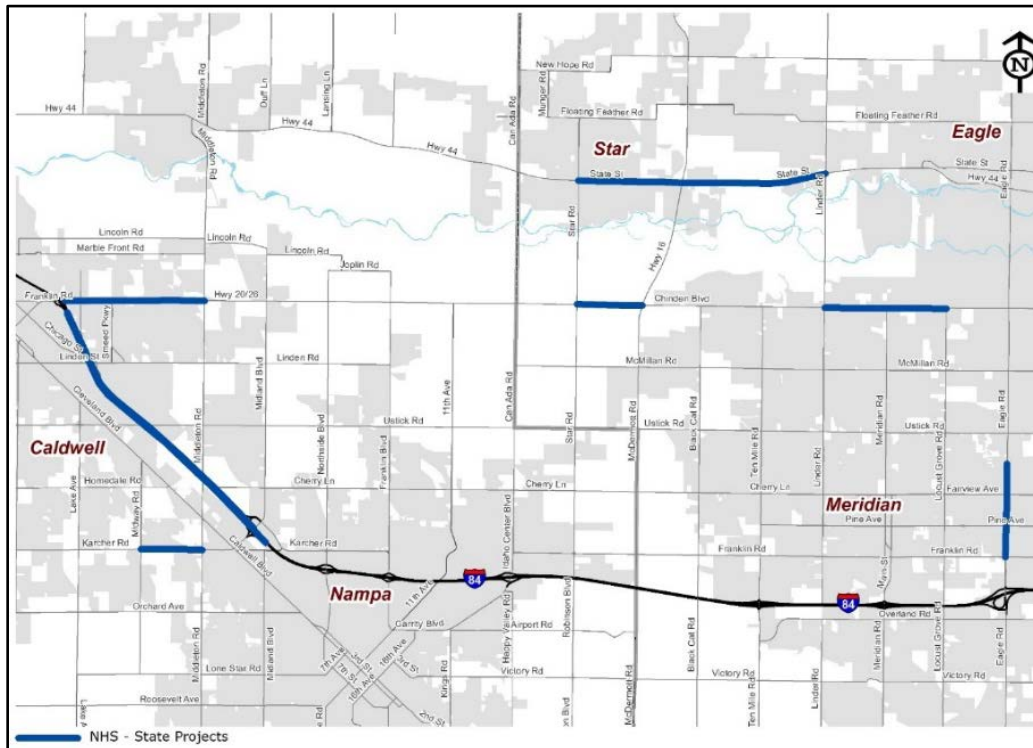


Figure 14: NHS-State System Capital Projects

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 15 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 16 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 17 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 18 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 19 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 20 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.

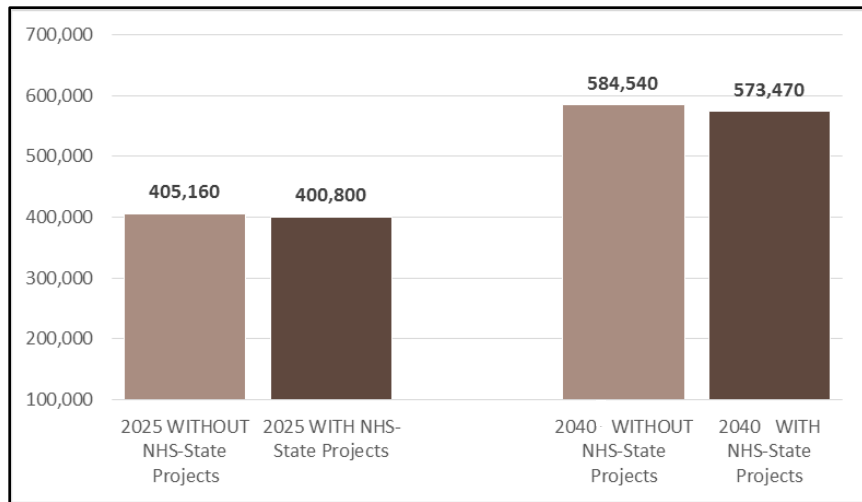


Figure 15: Vehicle Hours of Travel, Average Weekday, Overall System

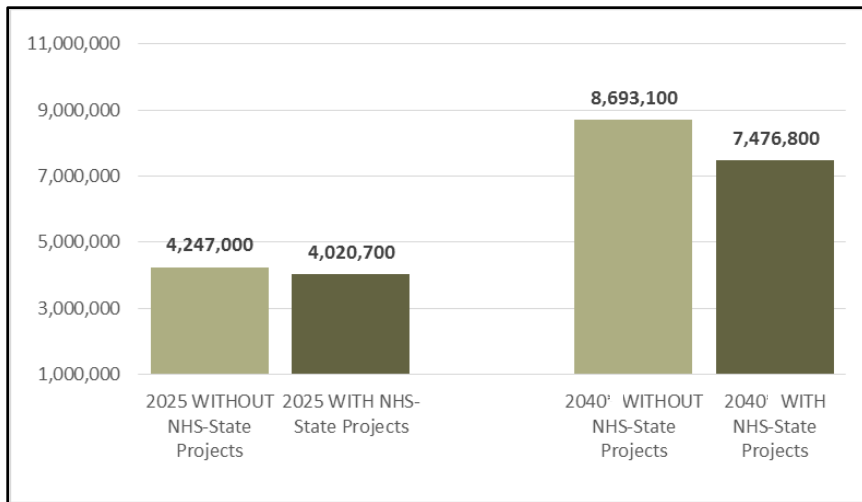


Figure 16: Congested Vehicle Miles of Travel, Average Weekday, Overall System

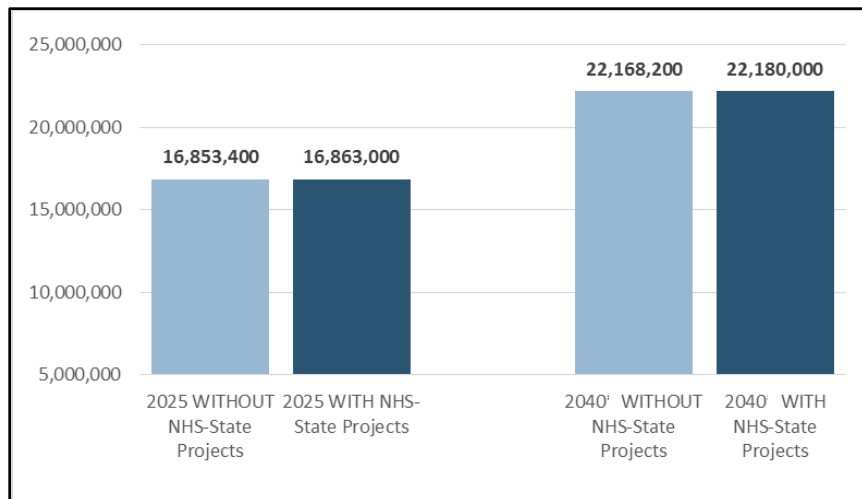


Figure 17: Vehicle Miles of Travel, Average Weekday, Overall System

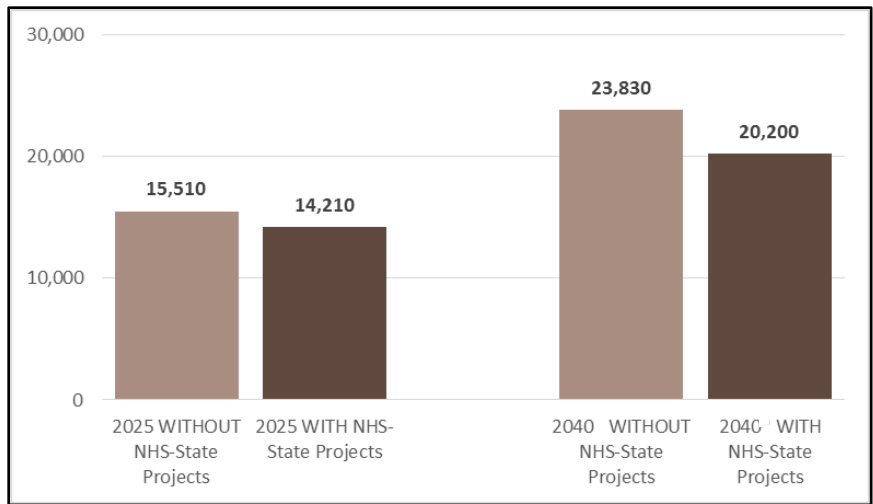


Figure 18: Vehicle Hours of Travel, Average Weekday, NHS-State Project Limits

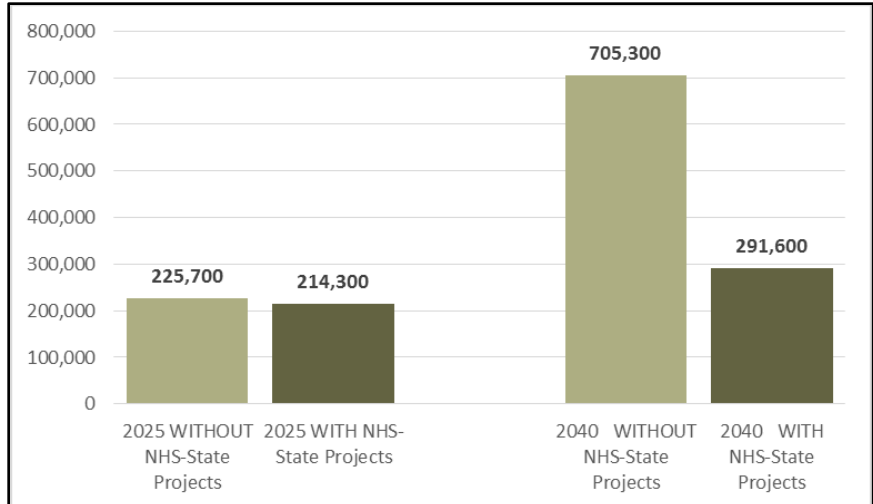


Figure 19: Congested Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits

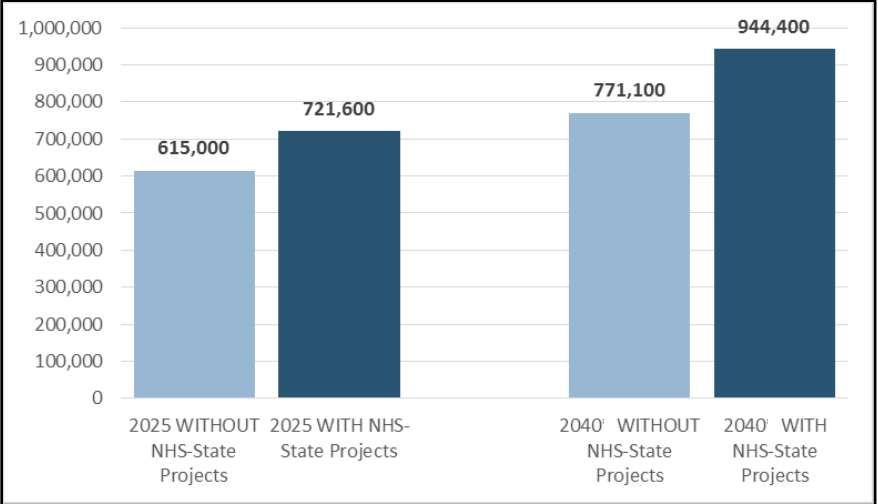


Figure 20: Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits

Figures 21 through 24 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.

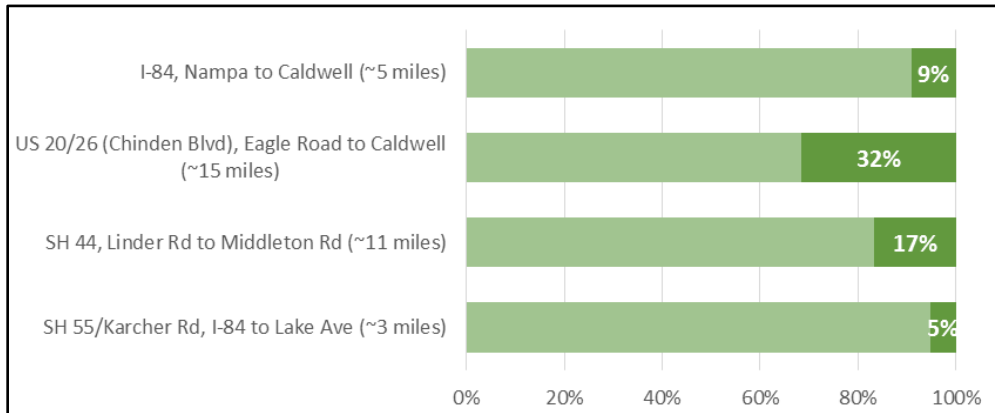


Figure 21: 2025 Travel Time Savings with NHS-State Projects, Morning Commute

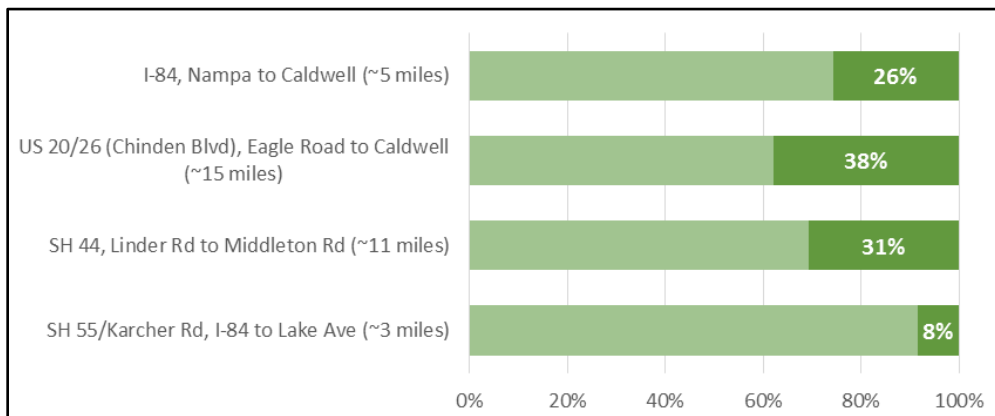


Figure 22: 2040 Travel Time Savings with NHS-State Projects, Morning Commute

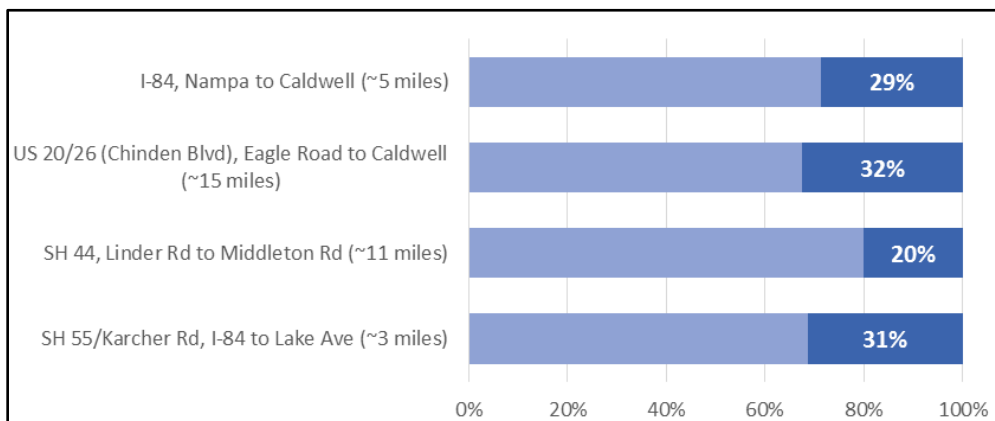


Figure 23: 2025 Travel Time Savings with NHS-State Projects, Afternoon Commute

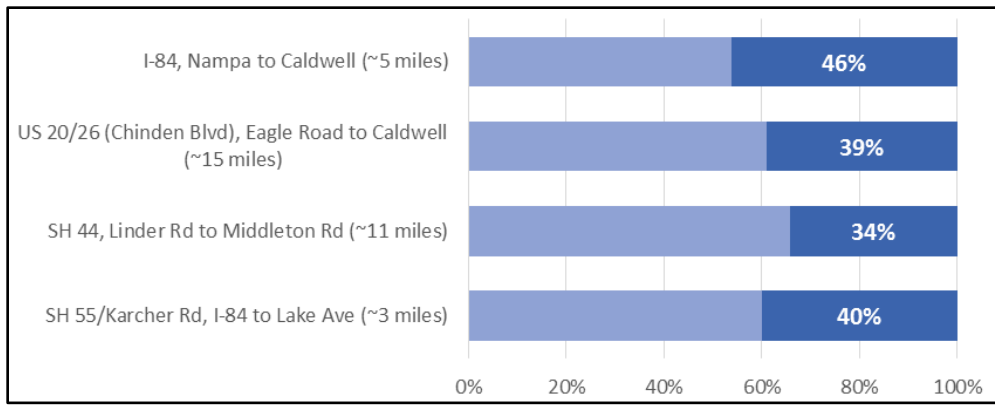


Figure 24: 2040 Travel Time Savings with NHS-State Projects, Afternoon Commute

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 25 shows the locations of crashes between 2015 and 2019 on the NHS. Tables 36 and 37 provide the details of crashes over the last available five-years of data on the NHS-State system and also specifically on Interstate 84.

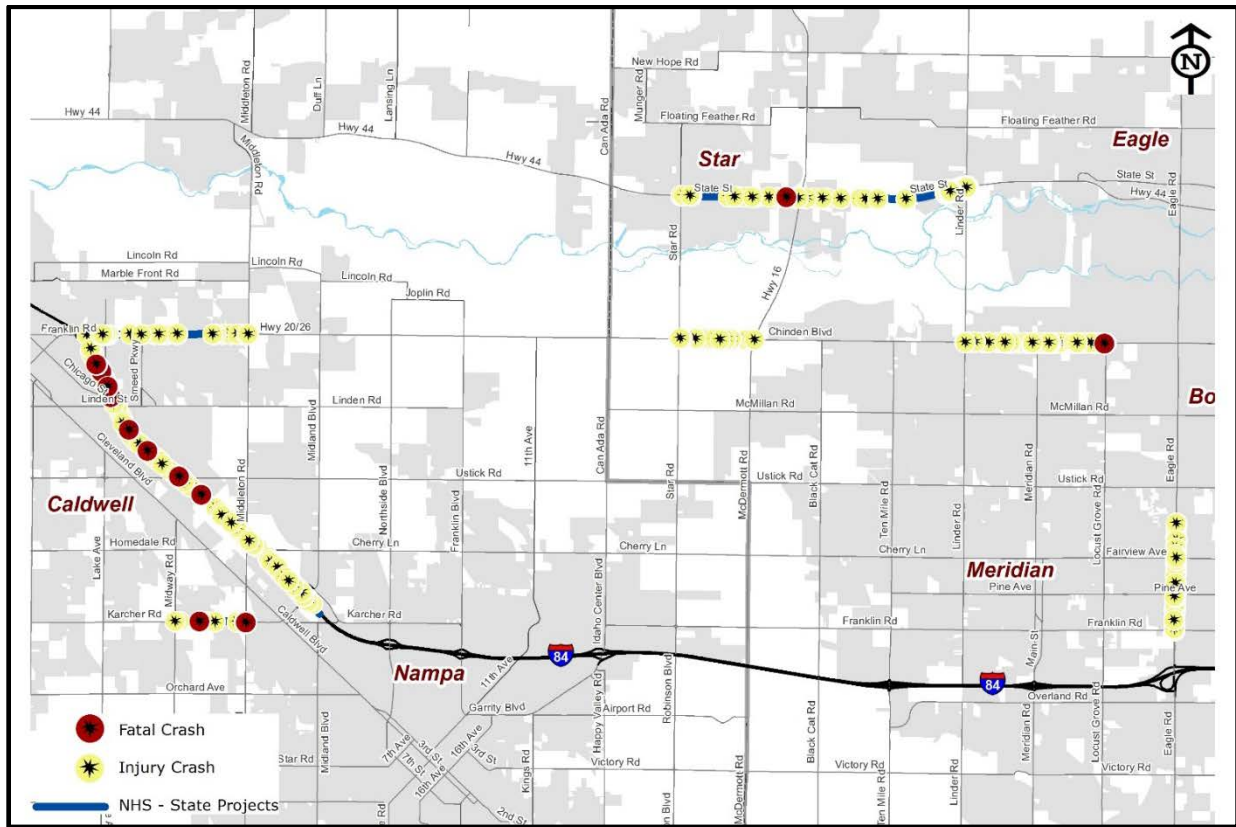


Figure 25: Location of Fatal and Injury Crashes, 2015-2019 on the NHS-State Project Limits

Table 36: 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 37: 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](#)³⁹.

Benefit-Cost Analysis

COMPASS prepared a benefit-cost analysis (BCA) with [TREDIS](#)⁴⁰ 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 future year is 2040, which is the horizon year of the current long-range transportation plan, [CIM 2040 2.0](#)⁴¹.

³⁹ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>.

⁴⁰ About TREDIS: <https://tredis.com/about-us>

⁴¹ Communities in Motion 2040 2.0: <http://compassidaho.org/CIM2040-2.0/>

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 38 provides a summary of the BCA and Table 39 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 38: 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

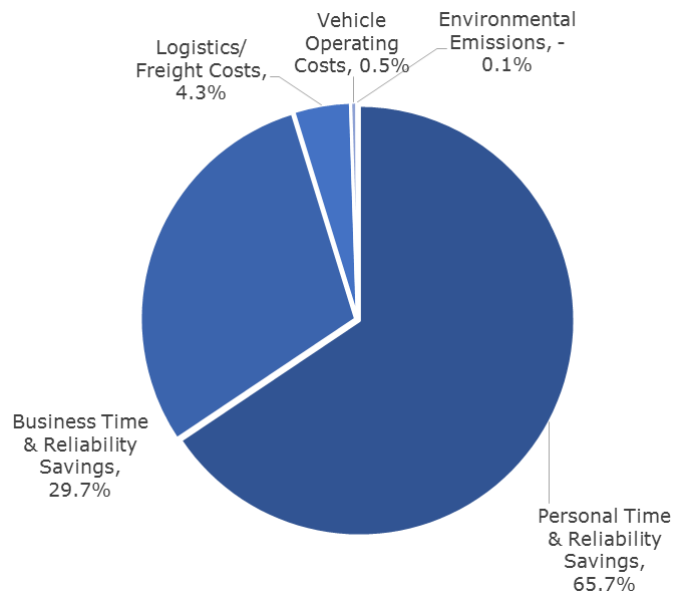


Table 39: Description of BCA Analysis of NHS-State Projects

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 26, marked in blue).

Analysis for Level of Truck Travel Time Reliability on the Interstate System

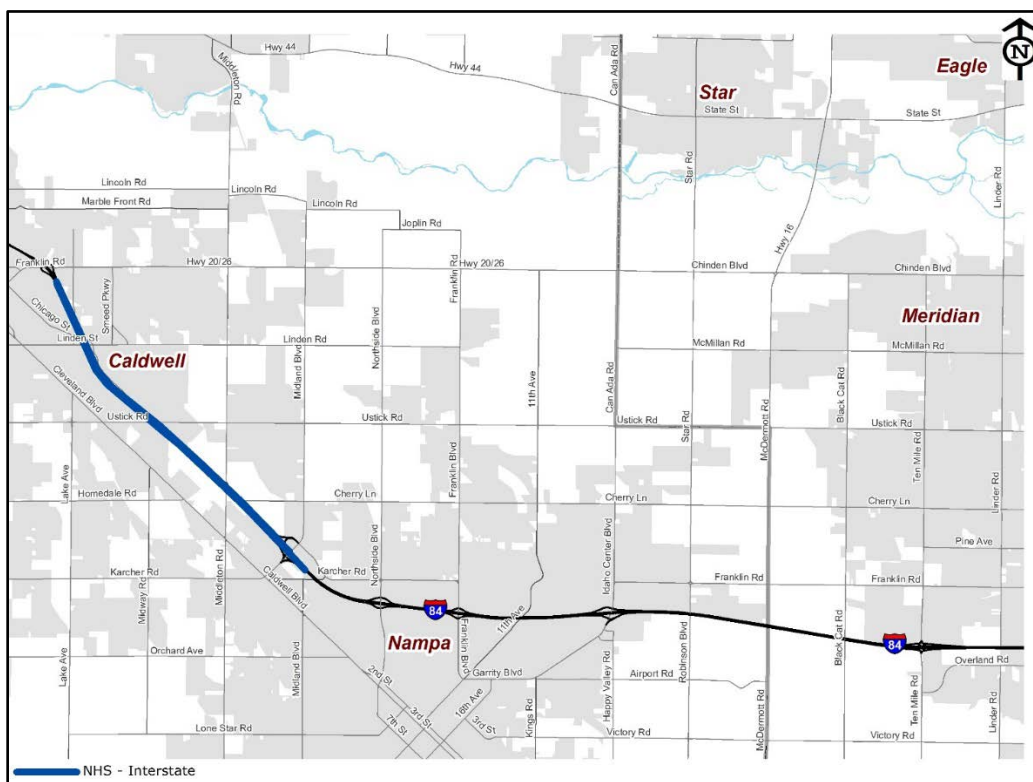


Figure 26: Interstate Project Segments

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 27 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 28 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 29 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.

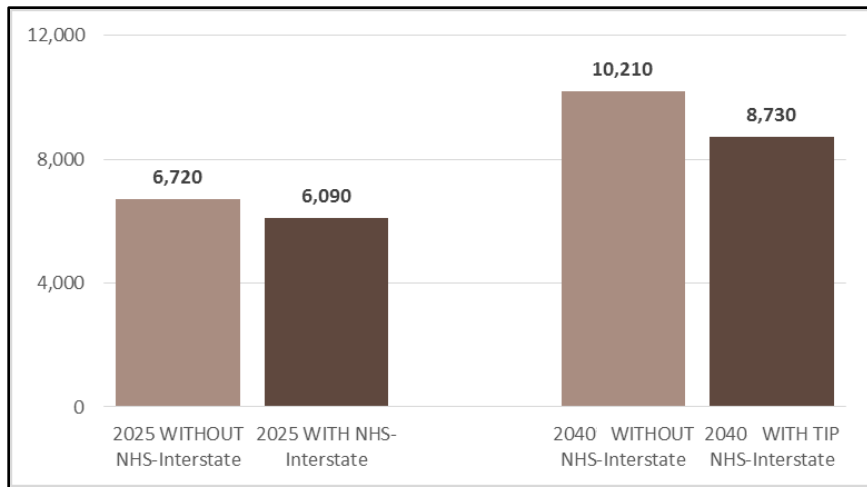


Figure 27: Vehicle Hours of Travel, Average Weekday, NHS Interstate Project Limits

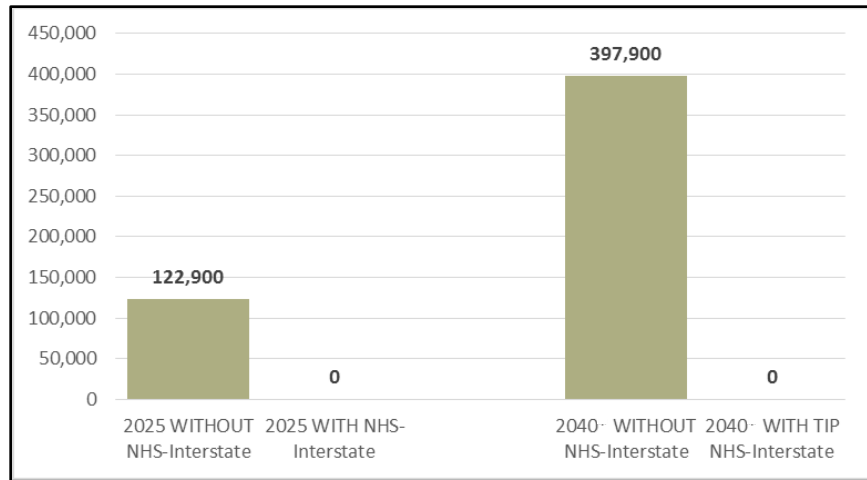


Figure 28: Congested Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits

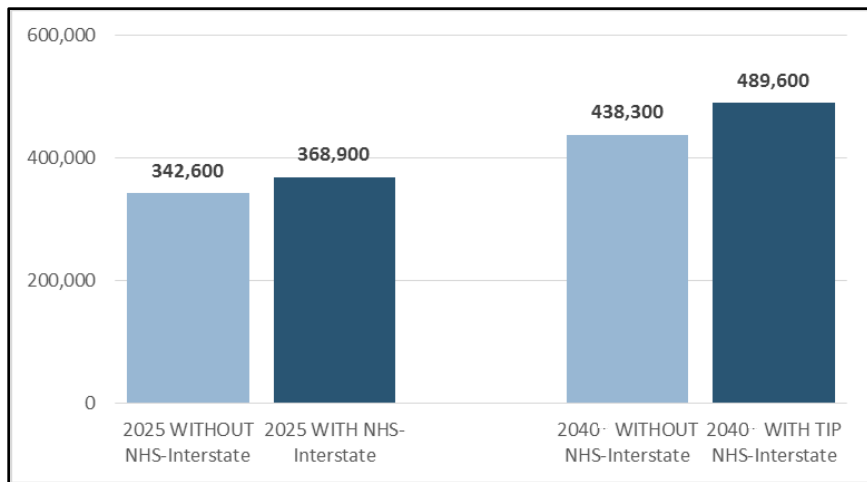


Figure 29: Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits

Crashes on the Interstate

As discussed for NHS projects (page 84), 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](#)⁴².

⁴² Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>.

APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA

Provides additional information about transportation agency budgets.

Tables 40 through 43 provide summarized information from FY2016 through FY2019 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 40: 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 41: 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 42: 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%

Table 43: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2019

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

Breakout of disbursements:

- Construction – 1.82%
- Reconstruction/General Maintenance – 58.98%
- Equipment – 9.35%
- Administration – 8.41%
- Other (property acquisition, design, etc.) – 21.44%

Tables 44 through 49 provide summarized information projecting budgeting information for FY2021 - FY2026 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 most agencies will need additional funds to cover expected expenses, use reserve accounts, or remove projects in order to balance their budgets in the future. Using budget reports from FY2020, during the pandemic, may provide uncertain projection results for the future.

Table 44: Projected – Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$135,613,363.37	\$117,806,933	\$17,806,431
	Canyon	\$10,975,585.17	\$8,506,627	\$2,468,958
	Golden Gate	\$2,974,986.52	\$2,495,585	\$479,401
	Nampa	\$14,567,748.55	\$12,997,378	\$1,570,370
	Notus-Parma	\$2,453,051.38	\$1,803,348	\$649,704
Cities	Caldwell	\$9,551,098	\$9,454,971	\$96,127
	Greenleaf	\$257,277	\$255,393	\$1,884
	Melba	\$74,660	\$89,008	(\$14,348)
	Middleton	\$2,440,054	\$1,493,887	\$946,167
	Nampa	\$18,515,718	\$15,598,069	\$2,917,649
	Notus	\$261,059	\$270,542	(\$9,483)
	Parma	\$301,888	\$549,064	(\$247,176)
	Wilder	\$134,421	\$130,634	\$3,787
	Total	\$198,120,910	\$171,451,438	\$26,669,472

Table 45: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$144,165,985.58	\$122,561,532	\$21,604,453
	Canyon	\$12,036,653.85	\$9,204,352	\$2,832,301
	Golden Gate	\$3,222,358.07	\$2,604,873	\$617,485
	Nampa	\$15,579,955.94	\$14,527,907	\$1,052,049
	Notus-Parma	\$2,617,630.37	\$1,832,397	\$785,234
Cities	Caldwell	\$10,850,582.90	\$10,534,449	\$316,134
	Greenleaf	\$350,551.35	\$345,435	\$5,116
	Melba	\$69,829.84	\$101,114	(\$31,284)
	Middleton	\$2,529,351.13	\$1,428,138	\$1,101,213
	Nampa	\$21,158,345.59	\$17,672,159	\$3,486,187
	Notus	\$445,391.69	\$614,067	(\$168,675)
	Parma	\$318,310.21	\$649,620	(\$331,310)
	Wilder	\$126,744.82	\$124,789	\$1,956
	Total	\$213,471,691	\$182,200,832	\$31,270,860

Table 46: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$153,257,989.35	\$127,508,024	\$25,749,966
	Canyon	\$13,200,301.74	\$9,959,306	\$3,240,996
	Golden Gate	\$3,490,298.68	\$2,718,946	\$771,353
	Nampa	\$16,662,494.28	\$16,238,666	\$423,828
	Notus-Parma	\$2,793,251.23	\$1,861,914	\$931,337
Cities	Caldwell	\$12,326,871.13	\$11,737,171	\$589,700
	Greenleaf	\$477,641.79	\$467,223	\$10,419
	Melba	\$65,312.28	\$114,867	(\$49,555)
	Middleton	\$2,621,916.45	\$1,365,283	\$1,256,633
	Nampa	\$24,178,138.46	\$20,022,042	\$4,156,096
	Notus	\$759,879.53	\$1,393,786	(\$633,907)
	Parma	\$335,625.78	\$768,592	(\$432,966)
	Wilder	\$119,506.61	\$119,205	\$301
	Total	\$230,289,227	\$194,275,026	\$36,014,201

Table 47: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$162,923,391.42	\$132,654,152	\$30,269,239
	Canyon	\$14,476,445.72	\$10,776,182	\$3,700,263
	Golden Gate	\$3,780,518.68	\$2,838,015	\$942,504
	Nampa	\$17,820,250.38	\$18,150,878	(\$330,628)
	Notus-Parma	\$2,980,654.76	\$1,891,907	\$1,088,748
Cities	Caldwell	\$14,651,457	\$12,974,744	\$1,676,713
	Greenleaf	\$548,291	\$487,103	\$61,188
	Melba	\$93,644	\$176,750	(\$83,107)
	Middleton	\$2,628,463	\$1,423,420	\$1,205,044
	Nampa	\$25,555,496	\$20,744,404	\$4,811,093
	Notus	\$972,646	\$1,784,047	(\$811,401)
	Parma	\$351,761	\$889,153	(\$537,392)
	Wilder	\$122,691	\$123,307	(\$616)
	Total	\$246,905,709	\$204,914,061	\$41,991,648

Table 48: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$173,198,353.86	\$138,007,974	\$35,190,380
	Canyon	\$15,875,961.38	\$11,660,060	\$4,215,902
	Golden Gate	\$4,094,870.61	\$2,962,298	\$1,132,572
	Nampa	\$19,058,450.57	\$20,288,266	(\$1,229,816)
	Notus-Parma	\$3,180,631.48	\$1,922,382	\$1,258,249
Cities	Caldwell	\$14,651,457	\$12,974,744	\$1,676,713
	Greenleaf	\$612,946	\$540,897	\$72,049
	Melba	\$115,765	\$162,405	(\$46,640)
	Middleton	\$3,986,346	\$2,476,099	\$1,510,246
	Nampa	\$25,732,832	\$21,508,133	\$4,224,699
	Notus	\$1,042,466	\$1,917,147	(\$874,681)
	Parma	\$646,445	\$960,285	(\$313,840)
	Wilder	\$128,125	\$144,704	(\$16,579)
	Total	\$262,324,649	\$215,525,394	\$46,799,255

Table 49: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2026

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	AChD	\$184,121,319.35	\$143,577,873	\$40,543,447
	Canyon	\$17,410,775.72	\$12,616,434	\$4,794,342
	Golden Gate	\$4,435,361.06	\$3,092,024	\$1,343,337
	Nampa	\$20,382,684.33	\$22,677,346	(\$2,294,662)
	Notus-Parma	\$3,394,024.94	\$1,953,349	\$1,440,676
Cities	Caldwell	\$17,414,410	\$14,342,808	\$3,071,603
	Greenleaf	\$703,608	\$563,911	\$139,697
	Melba	\$165,983	\$249,898	(\$83,916)
	Middleton	\$3,996,300	\$2,581,536	\$1,414,763
	Nampa	\$27,198,756	\$22,284,110	\$4,914,646
	Notus	\$1,334,356	\$2,453,948	(\$1,119,592)
	Parma	\$677,522	\$1,110,915	(\$433,393)
	Wilder	\$131,538	\$149,683	(\$18,144)
	Total	\$281,366,639	\$227,653,835	\$53,712,804

Table 50 provides historical budgets for VRT.

Table 50: 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 51 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 51: 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 D: 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

SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES.

KeyNo	Location	District	Year	Major Program	Sponsor	Status	Lifetime Cost
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.)	293,500.00
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, NAMPA	3	2014	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	9,336,377.35
11350	TRANSIT, BSU BUS MTNCE FACILITY (FTA TRANSFER)	3	2016	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Development	543,000.00
11386	TRANSIT, BOISE URBANIZED AREA	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	828,000.00
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.)	21,927,348.00
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
12048	STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLETON	3	2021	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	4,683,000.00
12179	TRANSIT, CAPITAL LEASE OR PURCHASE/MAINT, NAMPA FY12	3	2015	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	180,000.00
12204	TRANSIT, TREASURE VALLEY IDAHO TRANSIT FACILITIES - FY2009	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Project Closed	975,000.00
12361	SH 19, RRKing 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
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
12383	SH 55, INT KARCHER RD & LAKE AVE, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,493,387.00
12886	US 95, JCT US 20/26 UPRR OPASS, CANYON CO	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,541,994.00
12916	SH 16, INT SH 44, US 20, & LOCAL RDS	3	2013	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	453,745.00
13025	SH 55, INT MIDWAY RD, NR NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,930,088.00
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
13052	STP-7933, 21ST AVE, CLEVELAND TO CHICAGO, CALDWELL	3	2016	Federal-Aid, Local Road System	CALDWELL	Project Closed	2,690,621.00
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
13055	NHS-7773, 10TH AVE BR, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Awarded (or equiv.)	3,445,949.00
13057	I 84, MERIDIAN IC TO FIVE MILE RD	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	26,824,548.00
13059	SH 44, LINDER RD TO BALLANTYNE, EAGLE	3	2013	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	11,434,790.00
13349	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	3	2021	State Funded Program	PRIVATE	Development	580,926.31
13387	SH 55, SNAKE RV BR, MARSING	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	18,109,403.42
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
13463	SH 44, JCT I 84 TO STAR	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,658,185.00
13464	I 84, FY17 D3 PAVEMENT STRIPING	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,366.77
13479	LOCAL, FY17 CAPITAL MAINTENANCE, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	7,310,006.62
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.)	13,704,274.00
13482	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	619,951.43
13486	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	1,506,500.00
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.)	4,912,225.00
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
13511	LOCAL, FY16 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,368,906.00
13902	LOCAL, FY17 CAPITAL MAINTENANCE, VRT, BOISE	3	2017	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	287,000.00
13903	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	6,182,186.00

Prior Year Projects

13906	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	159,000.00
13912	LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	328,000.00
13916	LOCAL, DRY CR TRAIL, EAGLE	3	2018	Federal-Aid, Local Road System	EAGLE	Project Closed	504,954.82
13931	SH 45, NORTHSIDE BLVD TO GRANT ST, CANYON COUNTY	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	5,021,017.00
13941	US 20, INT CHINDEN & LOCUST GROVE RD, ADA CO	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,242.15
13954	I 84B, FY15 8 ADA RAMPS, NAMPA	3	2015	State Funded Program	NAMPA	Project Closed	53,500.00
14344	LOCAL, S MIDLAND BLVD PEDESTRIAN SIGNAL, NAMPA	3	2017	Federal-Aid, Local Road System	NAMPA	Project Closed	189,462.00
14363	LOCAL, DEER FLAT BICYCLE /PEDESTRIAN PLAN, CANYON CO	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Development	230,000.00
18701	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	5,243,087.00
18728	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	4,833,547.00
18833	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	583,000.00
18838	OFFSYS, MILL CR ELEM SCHOOL SR2S, GREATER MIDDLETON P&R	3	2017	Federal-Aid, Local Road System	MISCELLANEOUS	Project Closed	299,662.00
18841	SH 55, INT FARMWAY RD & KARCHER RD, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	969,309.00
18847	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,316,999.78
18905	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VRT	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,496,000.00
18950	SH 44, CANYON CANAL BR, MIDDLETON	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,553,632.00
18954	OFFSYS, HEIGHTS ELEM SCHOOL SR2S, MIDDLETON	3	2016	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	221,565.00
19047	I 84, SAND HOLLOW IC # 17, CANYON CO	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,927,426.00
19057	LOCAL, ROLLING STOCK, INFRASTRUCTURE AND TECHNOLOGY, VRT	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,243,747.00
19180	US 20, BROADWAY BR GIRDERS, BOISE	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,118,590.00
19181	US 20, BROADWAY BR, CHRIST CHAPEL MITIGATION	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	306,785.00
19258	LOCAL, FY20 COMPASS METRO PLANNING	3	2020	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	1,529,435.57
19289	I 84, FIVE MILE RD TO ORCHARD RD & RAMPS, BOISE	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,895,220.00
19303	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, COMPASS	3	2021	Federal-Aid, Local Road System	COMPASS	Development	850,000.00
19345	STATE, I 84 AND SH 21 BRIDGE REPAIRS	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,360,055.00
19389	LOCAL, FY21 COMPASS PLANNING (3)	3	2020	Federal-Aid, Local Road System	COMPASS	Development	331,000.00
19414	SH 55, PRIDE LN TO MIDDLETON RD, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,779,648.85
19417	OFFSYS, FRIENDS RD RRR, GREENLEAF	3	2017	State Funded Program	GREENLEAF	Awarded (or equiv.)	65,000.00
19442	I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,967,123.00
19461	OFFSYS, ACADEMY RD BVRR RRR, GREENLEAF	3	2018	Federal-Aid, Local Road System	GREENLEAF	Awarded (or equiv.)	60,600.00
19521	LOCAL, FY20 ACHD COMMUTERIDE	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	275,000.00
19571	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDATE	3	2020	Federal-Aid, Local Road System	COMPASS	Development	724,509.00
19589	I 84, FRANKLIN RD (CALDWELL) TO FRANKLIN BLVD (NAMPA)	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	9,457,446.00
19602	I 84, US 20/26 TO SAND HOLLOW IC, CANYON CO	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	7,915,715.00
19627	SH 19, ROEDEL AVE BVRR RRR, CALDWELL	3	2018	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	633,000.00
19645	US 95, OREGON ST LN TO WILDER SCL	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,932,225.00
19685	STP-7073, COLE RD; SPECTRUM TO CENTURY WAY MEDIANS, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	383,682.06
19709	SH 44, I 84 TO JCT SH 55 NORTH, CANYON & ADA CO	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,883,658.00
19727	US 20, MYRTLE, FRONT, BROADWAY RESURFACING, BOISE	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,593,591.59
19772	STATE, MERIDIAN MAINTENANCE YARD REPLACEMENT FACILITIES	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	2,006,452.00
19783	STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND TRAILHEAD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Development	5,378,000.00
19803	LOCAL, BICYCLE PARKING MAIN ST STATION, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	49,110.00
19814	I 84, KARCHER IC, NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,353,389.10
19847	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	483,839.00
19856	SH 19, OREGON ST LN TO CALDWELL	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,061,620.49
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
19875	SMA-9773, N LINDER RD BVRR RRR, MERIDIAN	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	612,000.00
19887	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	1,742,333.00

Prior Year Projects

19944	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	18,253,224.00
19965	SH 69, KUNA TO MERIDIAN	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,137,252.00
19997	SH 69, SIGNAL INSTALLATION AT HUBBARD & LAKE HAZEL	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	961,900.00
20003	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	2,503,234.00
20014	SMA-3683, S BLACK CAT RD UPRR RRX, ACHD	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	161,900.00
20046	LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	331,000.43
20050	LOCAL, FY21 COMPASS METRO PLANNING	3	2021	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	1,504,958.99
20060	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,364,540.00
20076	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Awarded (or equiv.)	555,555.56
20091	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	611,014.00
20095	LOCAL, BOISE STATE UNIVERSITY SECURE BIKE FACILITIES	3	2018	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Awarded (or equiv.)	125,500.00
20141	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAMPA	3	2019	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	566,524.00
20143	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	3	2020	Federal-Aid, Local Road System	KUNA	Awarded (or equiv.)	2,130,494.00
20159	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	757,570.00
20167	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	3	2019	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	647,374.00
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.)	2,022,376.00
20220	LOCAL, FY18 COMMUTERIDE VAN REPLACEMENTS	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	306,496.87
20225	SH 45, DEER FLAT TO I-84B MICROSEAL, NAMPA	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	939,926.00
20245	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	344,305.00
20249	LOCAL, SAFETY IMPRV AT 62 INTERSECTIONS, GOLDEN GATE HD	3	2018	Federal-Aid, Local Road System	GOLDEN GATE HD	Project Closed	38,646.00
20251	I 84, FY21 D3 E BRIDGE REPAIR, NAMPA	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,251,915.00
20260	LOCAL, FY21 ACHD COMMUTERIDE	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	275,000.00
20275	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	458,386.00
20288	I 84, E BOISE POE LICENSE PLATE READERS, ADA COUNTY	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	815,904.00
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
20315	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	13,504,864.15
20351	I 84, CALDWELL TO KARCHER, CANYON CO	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Development	3,981,000.00
20430	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	3	2021	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	560,000.00
20594	US 20, LINDER TO LOCUST GROVE, EAGLE	3	2020	State Funded Program	PRIVATE	Development	3,957,832.00
20613	SMA-8383, INT LONE STAR & MIDDLETON RD	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	2,659,220.00
20639	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	3	2020	Federal-Aid, Local Road System	BOISE, CITY OF	Awarded (or equiv.)	215,000.00
20738	I 84, BROADWAY TO MOUNTAINHOME, ADA & ELMORE CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,775,146.00
20796	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,675,486.28
20797	I 84, KARCHER OVERPASS, NAMPA	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,635,563.36
20798	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	74,527,876.80
20799	I 84, KARCHER IC TO NORTHSIDE BLVD	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	28,553,090.77
20842	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPASS, BOISE	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	12,243,350.00
21858	US 20, SH 16 TO LINDER RD, ADA COUNTY	3	2021	State Funded Program	PRIVATE	Development	24,810,675.00
21864	US 20, SH-16 TO TREE FARM WAY (PH2)	3	2019	State Funded Program	PRIVATE	Project Closed	197.82
21867	SH 55, KARCHER RD, MIDDLETON TO INDIANA, DESIGN	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Development	1,024,000.00
21906	SH 55, PEAR LANE TO MIDDLETON RD, CANYON CO	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,772,100.00
21913	LOCAL, BSU COVERED BIKE FACILITY	3	2019	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Awarded (or equiv.)	41,500.00
21968	SH 21, MORES CR BR ASSET PLAN	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	275,000.00
21999	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, NAMPA	3	2021	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	1,210,903.00
22029	LOCAL, FY19 CANYON CO SR2S COORDINATOR & ACTIVITIES	3	2019	Federal-Aid, Local Road System	MERIDIAN	Awarded (or equiv.)	64,753.00
22030	LOCAL, FY20 CANYON CO SR2S COORDINATOR & ACTIVITIES	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	64,753.00
22031	LOCAL, FY21 CANYON CO SR2S COORDINATOR & ACTIVITIES	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	64,753.00

Prior Year Projects

22034	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	78,500.00
22050	LOCAL, STODDARD PATH EXT PH 1, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	532,783.00
22070	LOCAL, STODDARD PATH EXT PH 2, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	539,066.00
22076	OFFSYS, GRIMES CITY PATHWAY, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	296,229.00
22154	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON CO	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Development	4,482,574.07
22180	LOCAL, BICYCLE AND PEDESTRIAN DATA, COMPASS	3	2019	Federal-Aid, Local Road System	COMPASS	Project Closed	7,000.00
22258	US 20, D3 CULVERT REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	PS&E (or equiv.)	156,933.00
22460	SH 19, BVRR RRX, GREENLEAF	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	98,200.00
22593	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	3	2021	Federal-Aid, Local Road System	LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL (LHTAC)	PS&E (or equiv.)	2,817,772.29
22618	I 84, MIDDLETON RD OVERPASS, CANYON CO	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	6,932,943.35
22619	I 84, USTICK RD OVERPASS, CANYON CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	15,580,836.00
22995	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, ADA	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Development	46,000.00
23071	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, PEL, NAMPA	3	2021	Federal-Aid, State Highway System	NAMPA	Development	405,000.00
23079	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,000,000.00
23270	I 84, GALLOWAY ROAD UNDERPASS REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	500,000.00

Idaho Transportaton Department - Financial Planning & Analysis

10/28/2021

APPENDIX E: 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).

FY2022-2028 Regional Transportation Improvement Program

Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars



10th Avenue ITS and Overlay, Caldwell

Regionally Significant: Inflated

Key #: 13905

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$268

Total Programmed Budget: \$2,184

Total Cost (Prev. + Prog.): \$2,452

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.



TIP Achievement:

- Safety
- System Performance
- Asset Management

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
2022	27	0	0	0	0	0	27	25	2
2026	0	0	0	0	170	1,987	2,157	1,999	158
Fund Totals:	\$27	\$0	\$0	\$0	\$170	\$1,987	\$2,184	\$2,024	\$160

2nd Street South, Safety Improvements, Nampa

Regionally Significant: Inflated

Key #: 23883

Requesting Agency: City of Nampa

Project Year: 2026

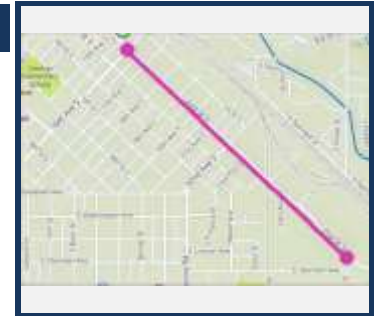
Total Previous Allocations: \$0

Total Programmed Budget: \$1,500

Total Cost (Prev. + Prog.): \$1,500

Project Description

Install 19 high efficiency roadway street lights along 2nd Street South from 16th Avenue South to Chicago Street; two Rectangular Rapid Flashing Beacon (RRFB) crossings, a Left Turn Lane and a Two-Way-Left-Turn-Lane (TWTL) with roadway reconstruction from 16th Avenue South to 24th Avenue South; and provide a five-foot paved shoulder (at least four-feet) along the south side of 2nd Street South from 24th Avenue South to Chicago Street, in the City of Nampa.



TIP Achievement:

- Safety

Funding Source			Program				Local Match		
HSIP (Local)			Local Hwy - HSIP				7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	130	519	0	0	0	0	649	601	48
2026	0	0	0	0	649	202	851	789	62
Fund Totals:	\$130	\$519	\$0	\$0	\$649	\$202	\$1,500	\$1,390	\$110

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

Access to Opportunity, Boise and Garden City

Regionally Significant: Inflated TIP Achievement:

Key #: 23833

Requesting Agency: ACHD

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$6,430

Total Cost (Prev. + Prog.): \$6,430

Project Description

Plan and design 12 multimodal transportation projects in the Cities of Boise and Garden City. When constructed, the project will provide low-stress, multimodal links between a community separated by Interstate 184, US 20/26, the Bench, and the Boise River. The project includes filling sidewalk gaps, signalizing crossings, implementing Americans with Disabilities Act accessible pedestrian ramps and signals, building multiuse pathways and designated bicycle facilities, upgrading transit bus stops, and evaluating green stormwater infrastructure to prevent runoff from entering the Boise River.



Funding Source RAISE		Program Hwy - Discretionary					Local Match 22.24%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	6,430	0	0	0	0	6,430	5,000	1,430
Fund Totals:	\$0	\$6,430	\$0	\$0	\$0	\$0	\$6,430	\$5,000	\$1,430

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

Health

Project Year: 2023

Active Transportation

Total Previous Allocations: \$739

Total Programmed Budget: \$3,667

Total Cost (Prev. + Prog.): \$4,406

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
2022	0	16	0	0	459	441	916	849	67
2023	0	0	0	0	0	887	887	822	65
Fund Totals:	\$0	\$16	\$0	\$0	\$459	\$1,328	\$1,803	\$1,671	\$132

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	9	0	0	0	71	0	80	0	80
2023	3	0	0	0	-3	0	0	0	0
Fund Totals:	\$12	\$0	\$0	\$0	\$68	\$0	\$80	\$0	\$80

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	537	537	498	39
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$537	\$537	\$498	\$39

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	654	654	606	48
2023	0	0	0	0	0	593	593	549	44
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,247	\$1,247	\$1,155	\$92

Funding Source AC (Local)			Program Advanced Construction					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	1,451	1,451	0	1,451
2023	0	0	0	0	0	-1,451	-1,451	0	-1,451
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 23313

Active Transportation

Requesting Agency: COMPASS

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$8

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

Project Description

Purchase one permanent bicycle and pedestrian counter with data processing to further expand the regional county effort in the Boise Urbanized Area. Location to be recommended by the COMPASS Active Transportation Workgroup.



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				
2026	0	0	0	0	0	8	8	7	1				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$8	\$8	\$7	\$1				

Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 23026

Active Transportation

Requesting Agency: COMPASS

Project Year: 2023

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				
2023	0	0	0	0	0	40	40	37	3				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$40	\$40	\$37	\$3				

Capital Maintenance, Phase 1, Boise Area - FY2019

Regionally Significant: Inflated TIP Achievement:

Key # : 13903

Requesting Agency: ACHD

Project Year: 2019

Total Previous Allocations: \$6,182

Total Programmed Budget: \$8

Total Cost (Prev. + Prog.): \$6,190

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		
2022	0	0	0	0	0	8	8	7	1		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$8	\$8	\$7	\$1		

Capital Maintenance, Phase 1, Boise Area - FY2020

Regionally Significant: Inflated TIP Achievement:

Key # : 18728

Requesting Agency: ACHD

Project Year: 2020

Total Previous Allocations: \$7,834

Total Programmed Budget: (\$139)

Total Cost (Prev. + Prog.): \$7,695

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		
2022	0	0	0	0	-56	-83	-139	-129	-10		
Fund Totals:	\$0	\$0	\$0	\$0	(\$56)	(\$83)	(\$139)	(\$129)	(\$10)		

Capital Maintenance, Phase 1, Boise Area – FY2021

Regionally Significant: Inflated TIP Achievement:

Key #: 18701

Requesting Agency: ACHD

Project Year: 2021

Total Previous Allocations: \$5,243

Total Programmed Budget: \$123

Total Cost (Prev. + Prog.): \$5,366

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
2022	-2	-1	0	0	3	0	0	0	0
2023	0	0	0	0	46	77	123	114	9
Fund Totals:	(\$2)	(\$1)	\$0	\$0	\$49	\$77	\$123	\$114	\$9

Capital Maintenance, Phase 2, Boise Area - FY2019

Regionally Significant: Inflated TIP Achievement:

Key #: 20003

Asset Management

Requesting Agency: ACHD

Project Year: 2019

Total Previous Allocations: \$2,303

Total Programmed Budget: (\$197)

Total Cost (Prev. + Prog.): \$2,106

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 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	1	1	0	1
2023	0	0	0	0	0	2	2	0	2
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3	\$3	\$0	\$3

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	-3	-2	0	0	31	-226	-200	-185	-15
Fund Totals:	(\$3)	(\$2)	\$0	\$0	\$31	(\$226)	(\$200)	(\$185)	(\$15)

Capital Maintenance, Phase 2, Boise Area - FY2020

Regionally Significant: Inflated TIP Achievement:

Key #: 19887

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$1,742

Total Programmed Budget: (\$267)

Total Cost (Prev. + Prog.): \$1,475

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		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	50	-317	-267	-247	-20		
Fund Totals:	\$0	\$0	\$0	\$0	\$50	(\$317)	(\$267)	(\$247)	(\$20)		

Capital Maintenance, Phase 2, Boise Area – FY2021

Regionally Significant: Inflated TIP Achievement:

Key #: 20129

Requesting Agency: ACHD

Project Year: 2021-2022

Total Previous Allocations: \$3,368

Total Programmed Budget: \$386

Total Cost (Prev. + Prog.): \$3,754

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				Local Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	8	0	8	0	8		
Fund Totals:	\$0	\$0	\$0	\$0	\$8	\$0	\$8	\$0	\$8		

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	-8	-7	0	0	40	353	378	350	28		
Fund Totals:	(\$8)	(\$7)	\$0	\$0	\$40	\$353	\$378	\$350	\$28		

Capital Maintenance, Phase 3, Boise Area - FY2019

Regionally Significant: Inflated TIP Achievement:

Key #: 20091

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$611

Total Programmed Budget: \$160

Total Cost (Prev. + Prog.): \$771

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		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	10	10	0	10	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$10	\$10	\$0	\$10	

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	25	125	150	139	11	
Fund Totals:	\$0	\$0	\$0	\$0	\$25	\$125	\$150	\$139	\$11	

Capital Maintenance, Phase 3, Boise Area - FY2020

Regionally Significant: Inflated TIP Achievement:

Key #: 19847

Requesting Agency: ACHD

Project Year: 2020

Total Previous Allocations: \$484

Total Programmed Budget: \$65

Total Cost (Prev. + Prog.): \$549

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	
2022	0	0	0	0	40	25	65	60	5	
Fund Totals:	\$0	\$0	\$0	\$0	\$40	\$25	\$65	\$60	\$5	

Capital Maintenance, Phase 3, Boise Area – FY2021

Regionally Significant: Inflated TIP Achievement:

Key #: 20159

Requesting Agency: ACHD

Project Year: 2021

Total Previous Allocations: \$758

Total Programmed Budget: \$115

Total Cost (Prev. + Prog.): \$873

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		
2022	0	0	0	0	10	105	115	107	8		
Fund Totals:	\$0	\$0	\$0	\$0	\$10	\$105	\$115	\$107	\$8		

Centennial Way Roundabout, Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 13484

Requesting Agency: City of Caldwell

Project Year: 2023

Total Previous Allocations: \$428

Total Programmed Budget: \$3,701

Total Cost (Prev. + Prog.): \$4,129

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		
2023	0	0	0	0	495	2,582	3,077	2,851	226		
Fund Totals:	\$0	\$0	\$0	\$0	\$495	\$2,582	\$3,077	\$2,851	\$226		

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	624	624	578	46		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$624	\$624	\$578	\$46		

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

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

Regionally Significant: Inflated

Key #: 22438

Requesting Agency: City of Nampa

Project Year: PD

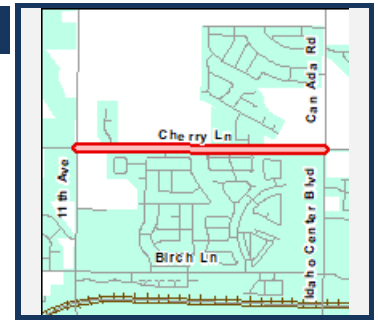
Total Previous Allocations: \$0

Total Programmed Budget: \$1,937

Total Cost (Prev. + Prog.): \$1,937

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	73	490	0	0	0	0	563	522	41	
PD	0	0	0	0	222	1,152	1,374	1,273	101	
Fund Totals:	\$73	\$490	\$0	\$0	\$222	\$1,152	\$1,937	\$1,795	\$142	

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

Regionally Significant: Inflated

Key #: 22017

Requesting Agency: City of Nampa

Project Year: PD

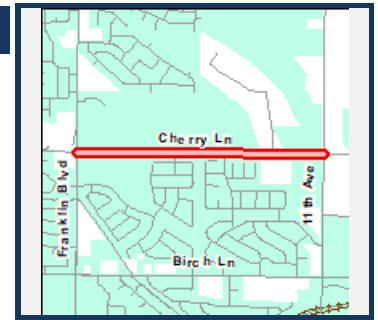
Total Previous Allocations: \$330

Total Programmed Budget: \$1,397

Total Cost (Prev. + Prog.): \$1,727

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	0	380	1,017	1,397	1,294	103	
Fund Totals:	\$0	\$0	\$0	\$0	\$380	\$1,017	\$1,397	\$1,294	\$103	

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

Commuteride, ACHD

Regionally Significant: Inflated

TIP Achievement:

Key #: CPA3

Public Transportation

Requesting Agency: ACHD

Project Year: 2022-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,475

Total Cost (Prev. + Prog.): \$1,475

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 22015, 22436, 22386, 22738, 23328, ORN23679, and ORN23680.

ACHD	COMMUTERIDE

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				
2024	0	0	0	0	0	220	220	220	0				
2025	0	0	0	0	0	220	220	220	0				
2026	0	0	0	0	0	220	220	220	0				
2027	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	155	155	155	0				
2025	0	0	0	0	0	55	55	55	0				
2026	0	0	0	0	0	55	55	55	0				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$375	\$375	\$375	\$0				

Commuteride, ACHD – FY2023

Regionally Significant: Inflated

TIP Achievement:

Key #: 22015

Public Transportation

Requesting Agency: ACHD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$220

Total Cost (Prev. + Prog.): \$220

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.

ACHD	COMMUTERIDE

Funding Source		STP-TMA		Program				Local Hwy - Transportation Alternatives		Local Match		0.00%	
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	220	220	220	0				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$220	\$0				

Commuteride, ACHD – FY2028

Regionally Significant: Inflated

TIP Achievement:

Key #: 23679

Public Transportation

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$220

Total Cost (Prev. + Prog.): \$220

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.

ACHD	COMMUTERIDE

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	0.00%		
2028	0	0	0	0	0	220	220	220	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$220	\$0			

Commuteride, ACHD – FY2029

Regionally Significant: Inflated

TIP Achievement:

Key #: 23680

Public Transportation

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$220

Total Cost (Prev. + Prog.): \$220

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.

ACHD	COMMUTERIDE

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	0.00%		
2029	0	0	0	0	0	220	220	220	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$220	\$220	\$220	\$0			

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

Commuteride, ACHD, Van Replacements, Canyon County

Regionally Significant: Inflated TIP Achievement:
 Key #: 20136a 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			
2022	0	0	0	0	0	772	772	618	154			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$772	\$772	\$618	\$154			

Commuteride, Safety and Security Cameras, Ada County

Regionally Significant: Inflated TIP Achievement:
 Key #: 23314 Safety

Requesting Agency: ACHD
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$50
 Total Cost (Prev. + Prog.): \$50



Project Description

Install security cameras at four ACHD-owned Park and Ride lots located at Ballantyne Park and Ride (State Highway 44 and West State Street) and Riverside Park and Ride (State Highway 44 and Edgewood Lane) in the City of Eagle, and County Terrace Park and Ride (near Meridian Road and Overland Road) and Rackham Road Park and Ride (Eagle Road and Overland Road) in the City of Meridian. A total of 240 parking spaces are provided at these four locations. The cameras will also help protect ACHD's Commuteride vans that are stored at these park and ride lots.

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			
2024	1	0	0	0	0	2	3	0	3			
Fund Totals:	\$1	\$0	\$0	\$0	\$0	\$2	\$3	\$0	\$3			

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	47	47	44	3			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$47	\$47	\$44	\$3			

*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: \$1,799

Total Cost (Prev. + Prog.): \$1,799

Project Description

Set-aside for cost increases. Funds currently unprogrammed.



Funding Source TAP-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
2025	0	0	0	0	0	442	442	442	0
2026	0	0	0	0	0	25	25	25	0
2027	0	0	0	0	0	109	109	109	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$576	\$576	\$576	\$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
2025	0	0	0	0	0	420	420	389	31
2026	0	0	0	0	0	264	264	245	19
2027	0	0	0	0	0	539	539	499	40
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,223	\$1,223	\$1,133	\$90

Eagle Road, Amity Road to Victory Road, Meridian

Regionally Significant: Inflated TIP Achievement:

Key # : RD207-33

Requesting Agency: ACHD

Project Year: 2021-2022

Total Previous Allocations: \$4,932

Total Programmed Budget: \$483

Total Cost (Prev. + Prog.): \$5,415

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 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	0	0	0	0	483	483	0	483
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$483	\$483	\$0	\$483

Eagle Road, Lake Hazel Road to Amity Road, Meridian

Regionally Significant: Inflated

Key #: RD216-04

Requesting Agency: ACHD

Project Year: 2023

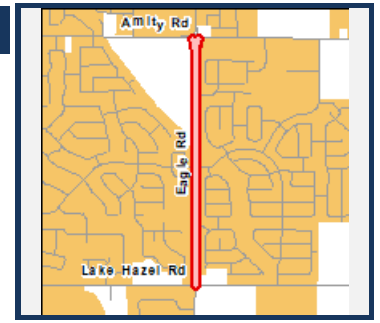
Total Previous Allocations: \$0

Total Programmed Budget: \$6,700

Total Cost (Prev. + Prog.): \$6,700

Project Description

Widen Eagle Road from Lake Hazel Road to Amity Road in the City of Meridian to five lanes, including enhanced pedestrian and bicycle facilities on both sides of the roadway. Project includes a roundabout at Taconic Drive.



TIP Achievement:

System Performance

Active Transportation

Safety

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	15	1,320	0	0	0	1,335	0	1,335
2023	0	0	0	133	66	5,166	5,365	0	5,365
Fund Totals:	\$0	\$15	\$1,320	\$133	\$66	\$5,166	\$6,700	\$0	\$6,700

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

Regionally Significant: Inflated

Key #: RC0133

Requesting Agency: ACHD

Project Year: 2023

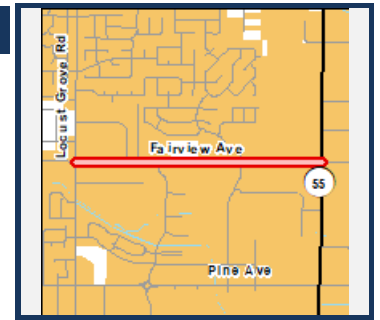
Total Previous Allocations: \$39

Total Programmed Budget: \$2,510

Total Cost (Prev. + Prog.): \$2,549

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 enhanced pedestrian and bicycle facilities on both sides of the roadway.



TIP Achievement:

Safety

Active Transportation

System Performance

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	30	300	0	0	0	330	0	330
2023	0	0	0	0	0	2,180	2,180	0	2,180
Fund Totals:	\$0	\$30	\$300	\$0	\$0	\$2,180	\$2,510	\$0	\$2,510

Five Mile Road Overpass and Widening, Boise

Regionally Significant: Inflated

Key #: 23095

Requesting Agency: ACHD

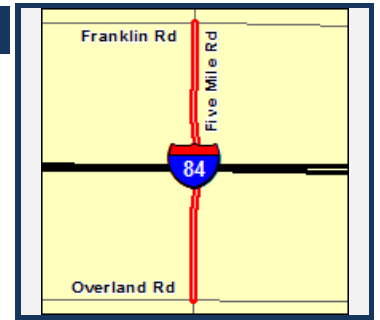
Project Year: 2025 ITD

TIP Achievement:

Health

System Performance

Active Transportation



Total Previous Allocations: \$0
 Total Programmed Budget: \$4,252
 Total Cost (Prev. + Prog.): \$4,252

Project Description

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 shown in key numbers ORN23591 and RD203-04.)

Funding Source		IM	Program					State Hwy - Bridge Restoration	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	400	0	0	0	0	400	371	29	
Fund Totals:	\$0	\$400	\$0	\$0	\$0	\$0	\$400	\$371	\$29	

Funding Source		State	Program					State Hwy - Safety & Capacity (Safety)	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	5	101	0	0	0	0	106	0	106	
Fund Totals:	\$5	\$101	\$0	\$0	\$0	\$0	\$106	\$0	\$106	

Funding Source		TAP-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	
2023	0	0	10	0	0	0	10	10	0	
Fund Totals:	\$0	\$0	\$10	\$0	\$0	\$0	\$10	\$10	\$0	

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	200	0	0	0	0	200	0	200	
2024	0	0	1,073	0	0	0	1,073	0	1,073	
2025	0	0	1,141	0	0	0	1,141	0	1,141	
Fund Totals:	\$0	\$200	\$2,214	\$0	\$0	\$0	\$2,414	\$0	\$2,414	

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	1,322	0	0	0	0	1,322	1,225	97	
Fund Totals:	\$0	\$1,322	\$0	\$0	\$0	\$0	\$1,322	\$1,225	\$97	

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

Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant: Inflated

Key #: 22102

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$431

Total Programmed Budget: \$3,279

Total Cost (Prev. + Prog.): \$3,710

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			Program					Local Match	
STBG-U			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
2022	40	114	0	0	0	0	154	143	11
2023	0	0	270	0	560	2,295	3,125	2,896	229
Fund Totals:	\$40	\$114	\$270	\$0	\$560	\$2,295	\$3,279	\$3,038	\$241

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

Regionally Significant: Inflated

Key #: 22103

Requesting Agency: City of Nampa

Project Year: 2023

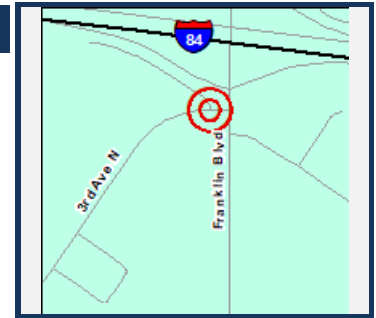
Total Previous Allocations: \$219

Total Programmed Budget: \$8,768

Total Cost (Prev. + Prog.): \$8,987

Project Description

Install a new signalized intersection approximately 1/4 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			Program					Local Match	
Freight			State Hwy - Freight					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	600	0	0	0	600	556	44
PD	0	0	0	0	824	7,344	8,168	7,568	600
Fund Totals:	\$0	\$0	\$600	\$0	\$824	\$7,344	\$8,768	\$8,124	\$644

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

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

Regionally Significant: Inflated

Key #: 12368

Requesting Agency: ACHD

Project Year: 2016

Total Previous Allocations: \$12,220

Total Programmed Budget: \$14

Total Cost (Prev. + Prog.): \$12,234

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

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

Funding Source		Non-Participating (Local)			Program Hwy - Local Partnerships			Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	0	14	14	0	14
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$14	\$14	\$0	\$14

Franklin Road, Star Road to SH-16 Alignment, Nampa

Regionally Significant: Inflated

Key #: NAM03

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$7,377

Total Cost (Prev. + Prog.): \$7,377

TIP Achievement:

System Performance

Active Transportation



Project Description

Widen Franklin Road from Star Road to the future State Highway 16 alignment in the City of Nampa. The roadway will be widened to five lanes and include curb, gutter, and a separated 10-foot pathway and 4-foot bicycle lane.

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	375	480	0	0	0	855	0	855
2023	0	0	230	192	0	6,100	6,522	0	6,522
Fund Totals:	\$0	\$375	\$710	\$192	\$0	\$6,100	\$7,377	\$0	\$7,377

Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise

Regionally Significant: Inflated

Key #: 23324

Requesting Agency: City of Boise

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,859

Total Cost (Prev. + Prog.): \$1,859

TIP Achievement:

Open Space

Active Transportation

Safety



Project Description

Construct a multi-use pathway adjacent to the existing Electric Light Switch Lateral channel between Cassia Park and Albion Street in the City of Boise. Work includes piping the existing lateral channel and constructing a multi-use bridge over the Ridenbaugh Canal in the southern portion of the pathway corridor to connect this pathway to the ACHD Cassia Street Bikeway and Cassia Park.

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	
2024	0	0	0	0	0	520	520	0	520	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$520	\$520	\$0	\$520	

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	
2022	39	207	0	0	0	0	246	228	18	
2024	0	0	0	0	263	830	1,093	1,013	80	
Fund Totals:	\$39	\$207	\$0	\$0	\$263	\$830	\$1,339	\$1,241	\$98	

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

Regionally Significant: Inflated

Key #: 19951

Requesting Agency: Canyon Highway District

Project Year: PD

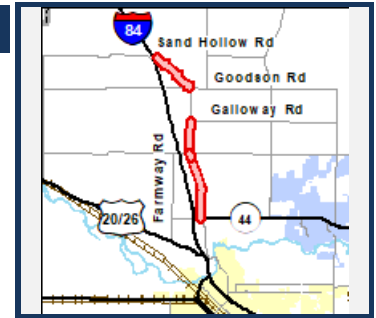
Total Previous Allocations: \$419

Total Programmed Budget: \$3,176

Total Cost (Prev. + Prog.): \$3,595

TIP Achievement:

Asset Management



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 - Rural		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	571	2,605	3,176	2,943	233	
Fund Totals:	\$0	\$0	\$0	\$0	\$571	\$2,605	\$3,176	\$2,943	\$233	

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

Homedale Road, Curve Improvements, Canyon Highway District

Regionally Significant: Inflated

TIP Achievement:

Key #: 22878

Safety

Requesting Agency: Canyon Highway District

Project Year: 2024

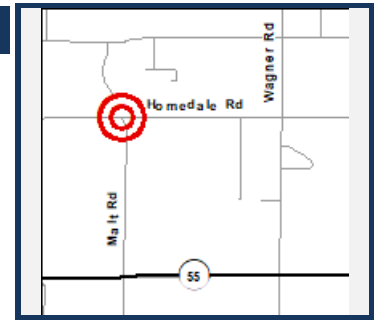
Total Previous Allocations: \$132

Total Programmed Budget: \$1,018

Total Cost (Prev. + Prog.): \$1,150

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	
2022	0	151	0	0	0	0	151	140	11	
2023	0	0	21	0	0	0	21	19	2	
2024	0	0	0	0	197	649	846	784	62	
Fund Totals:	\$0	\$151	\$21	\$0	\$197	\$649	\$1,018	\$943	\$75	

I-184, Orchard Street Underpass Repair, Boise

Regionally Significant: Inflated

TIP Achievement:

Key #: 23457

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$100

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

Project Description

Heavy equipment on a trailer was not properly lowered and hit the girders causing damage that now requires repair.

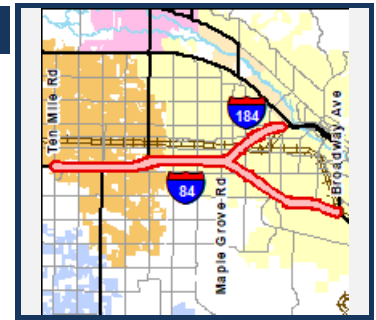


Funding Source		NHPP		Program			State Hwy - Bridge Restoration		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	20	0	0	0	5	75	100	0	100	
Fund Totals:	\$20	\$0	\$0	\$0	\$5	\$75	\$100	\$0	\$100	

I-84 and I-184, Signage Replacement, Ada County – FY2024

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23181 Safety

Requesting Agency: ITD
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$520
 Total Cost (Prev. + Prog.): \$520



Project Description

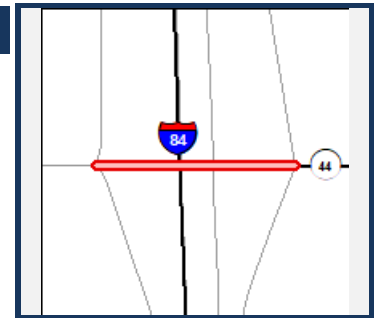
Update and replace signs on Interstate 84 between Ten Mile Road and west of Broadway Avenue and Interstate 184 between Maple Grove Road and Orchard Street.

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		
2023	10	0	0	0	0	0	10	0	10		
2024	0	0	0	0	24	486	510	0	510		
Fund Totals:	\$10	\$0	\$0	\$0	\$24	\$486	\$520	\$0	\$520		

I-84 and SH-44 Interchange Replacement, Canyon County

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23188 Asset Management

Requesting Agency: ITD
 Project Year: 2028
 Total Previous Allocations: \$0
 Total Programmed Budget: \$17,656
 Total Cost (Prev. + Prog.): \$17,656



Project Description

Replace the bridge at Interstate 84 and State Highway 44 (Exit 25 to the City of Middleton) in Canyon County. The current bridge was originally built in 1964 and has reached the end of its design life. The bridge will be replaced at current design standards.

Funding Source		NHPP		Program				State Hwy - Bridge Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	25	400	0	0	0	0	425	394	31		
2028	0	0	0	0	1,149	16,082	17,231	15,966	1,265		
Fund Totals:	\$25	\$400	\$0	\$0	\$1,149	\$16,082	\$17,656	\$16,360	\$1,296		

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

I-84 Interchange Modification Report, Nampa

Regionally Significant: Inflated **TIP Achievement:**
Key # : NEW13 Support

Requesting Agency: City of Nampa

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$405

Total Cost (Prev. + Prog.): \$405

Project Description

Complete all requirements that will allow approvals of a future southern connection to the Interstate 84 and future State Highway 16 Interchange in the City of Nampa.



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	5	200	0	0	0	0	205	0	205
2024	0	200	0	0	0	0	200	0	200
Fund Totals:	\$5	\$400	\$0	\$0	\$0	\$0	\$405	\$0	\$405

I-84, Bridge Repairs, City of Caldwell

Regionally Significant: Inflated **TIP Achievement:**
Key # : 21967 Asset Management

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$50

Total Programmed Budget: \$2,159

Total Cost (Prev. + Prog.): \$2,209

Project Description

Provide bridge deck preservation and preventative maintenance to the bridges, bridge approaches, and guardrail at various locations on I-84 west of the City of Caldwell to Karcher Interchange GARVEE widening project.



Funding Source IM Program State Hwy - Bridge Preservation							Local Match 92.27%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	2	0	0	0	187	1,970	2,159	167	1,992
Fund Totals:	\$2	\$0	\$0	\$0	\$187	\$1,970	\$2,159	\$167	\$1,992

Funding Source Bridge Preservation Program State Hwy - Bridge Preservation							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	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

I-84, Bridge Repairs, District 3 – FY2022

Regionally Significant: Inflated **TIP Achievement:**
Key # : 20405 Asset Management



Requesting Agency: ITD
 Project Year: 2022
 Total Previous Allocations: \$89
 Total Programmed Budget: \$3,915
 Total Cost (Prev. + Prog.): \$4,004

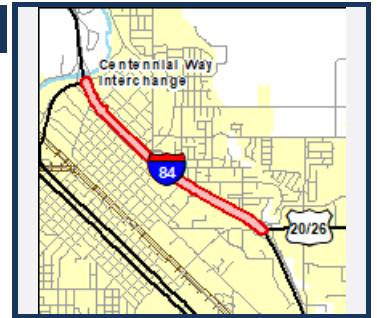
Project Description

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		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	
2022	43	0	0	0	337	3,535	3,915	3,628	287	
Fund Totals:	\$43	\$0	\$0	\$0	\$337	\$3,535	\$3,915	\$3,628	\$287	

I-84, Centennial Interchange to Franklin Interchange, Caldwell

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23437



Requesting Agency: ITD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$10,300
 Total Cost (Prev. + Prog.): \$10,300

Project Description

Environmental study, design, right-of-way, and construction on Interstate 84 between the Centennial Way Interchange (Exit 27) and the Franklin Road Interchange (Exit 29) in the City of Caldwell. Design includes an additional lane in each direction and select auxiliary lanes, widening the 10th Avenue Interchange and ramp improvements, and drainage improvements. Construction will be broken out as funding is determined.

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	7,700	0	0	0	0	7,950	0	7,950	
2023	0	200	2,100	50	0	0	2,350	0	2,350	
Fund Totals:	\$250	\$7,900	\$2,100	\$50	\$0	\$0	\$10,300	\$0	\$10,300	

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

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.



Funding Source		Program State Highway - Safety						Local Match 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
2023	0	0	0	0	11	234	245	0	245
Fund Totals:	\$10	\$0	\$0	\$0	\$11	\$234	\$255	\$0	\$255

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: \$2,023

Total Programmed Budget: (\$42)

Total Cost (Prev. + Prog.): \$1,981

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
2022	0	0	0	0	0	-42	-42	0	-42
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$42)	(\$42)	\$0	(\$42)

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: \$10,872

Total Programmed Budget: (\$1,795)

Total Cost (Prev. + Prog.): \$9,077

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		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	-19	-1,916	190	-50	0	0	-1,795	0	-1,795		
Fund Totals:	(\$19)	(\$1,916)	\$190	(\$50)	\$0	\$0	(\$1,795)	\$0	(\$1,795)		

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

Regionally Significant: Inflated TIP Achievement:

Key # : 23081

System Performance

Requesting Agency: ITD

Safety

Project Year: 2021-2022

Total Previous Allocations: \$46,050

Total Programmed Budget: \$1,805

Total Cost (Prev. + Prog.): \$47,855

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		GARVEE 2017		Program				Hwy GARVEE - Future Authorization	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	1,316	1,316	0	1,316		
2023	0	0	0	0	-420	-1,000	-1,420	0	-1,420		
Fund Totals:	\$0	\$0	\$0	\$0	(\$420)	\$316	(\$104)	\$0	(\$104)		

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	0	0	0	0	0	461	461	0	461		
2023	0	0	0	0	428	1,020	1,448	0	1,448		
Fund Totals:	\$0	\$0	\$0	\$0	\$428	\$1,481	\$1,909	\$0	\$1,909		

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

Regionally Significant: Inflated TIP Achievement:

Key #: 23080

Requesting Agency: ITD

Project Year: 2021

Total Previous Allocations: \$69,810

Total Programmed Budget: \$1,927

Total Cost (Prev. + Prog.): \$71,737

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			Program					Local Match	
GARVEE 2017			Hwy GARVEE - Future Authorization					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	479	479	0	479
2023	0	0	0	0	-420	-1,000			
Fund Totals:	\$0	\$0	\$0	\$0	(\$420)	(\$521)	\$479	\$0	\$479

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
2023	0	0	0	0	428	1,020	1,448	0	1,448
Fund Totals:	\$0	\$0	\$0	\$0	\$428	\$1,020	\$1,448	\$0	\$1,448

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

Regionally Significant: Inflated TIP Achievement:

Key #: 20212

Requesting Agency: ITD

Project Year: 2025

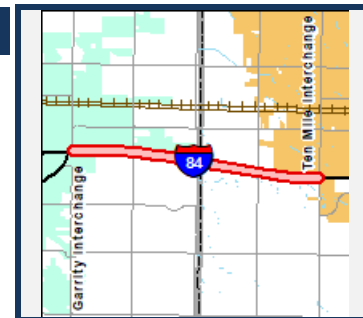
Total Previous Allocations: \$90

Total Programmed Budget: \$3,074

Total Cost (Prev. + Prog.): \$3,164

Project Description

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



Funding Source			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
2025	0	0	0	0	215	2,859	3,074	2,836	238
Fund Totals:	\$0	\$0	\$0	\$0	\$215	\$2,859	\$3,074	\$2,836	\$238

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

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 20351 System Performance

Requesting Agency: ITD
 Project Year: 2023
 Total Previous Allocations: \$3,981
 Total Programmed Budget: (\$2)
 Total Cost (Prev. + Prog.): \$3,979



Project Description

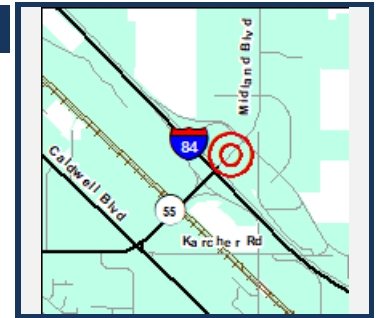
Environmental study, design, and right-of-way on Interstate 84 between the Karcher Road Interchange from Karcher Road in the City of Nampa to the City of Caldwell. Actual termini and improvements will be determined through the environmental process. Construction projects will be split out once the phasing 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		
2022	0	-2	0	0	0	0	-2	0	-2		
Fund Totals:	\$0	(\$2)	\$0	\$0	\$0	\$0	(\$2)	\$0	(\$2)		

I-84, Karcher Road Interchange, Nampa

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 23336 System Performance

Requesting Agency: ITD
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$6,250
 Total Cost (Prev. + Prog.): \$6,250



Project Description

Preliminary engineering and right-of-way acquisition to widen the Karcher Interchange on Interstate 84 in the City of Nampa. Work will include adding a free running right turn lane on the westbound to southbound off-ramp and continue the additional lane across the Interstate 84 and Union Pacific Railroad/Indian Creek structures. The third westbound lane on State Highway 55 to be terminated prior to Middleton Road. Construction will be broken out into separate key numbers.

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	2,650	0	0	0	0	2,900	0	2,900		
2023	0	1,100	100	50	0	0	1,250	0	1,250		
2024	0	0	2,100	0	0	0	2,100	0	2,100		
Fund Totals:	\$250	\$3,750	\$2,200	\$50	\$0	\$0	\$6,250	\$0	\$6,250		

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

I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian

Regionally Significant: Inflated

TIP Achievement:

Key #: 23456

System Performance

Requesting Agency: ITD

Safety

Project Year: 2022-2023

Total Previous Allocations: \$0

Total Programmed Budget: \$1,505

Total Cost (Prev. + Prog.): \$1,505



Project Description

Evaluate adding an auxiliary lane on Interstate 84 between Meridian Road (Exit 44) and Eagle Road (Exit 46) Interchanges in the City of Meridian, including an additional lane and shoulder on the eastbound on-ramp at Meridian Road and the eastbound off-ramp at Eagle Road. Work includes all studies and design work necessary. Traffic patterns on Interstate 84 from Meridian to the WYE interchange in the City of Boise will also be studied.

Funding Source		State		Program			State Hwy - Early Development		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	0	175	0	0	0	0	175	0	175	
Fund Totals:	\$0	\$175	\$0	\$0	\$0	\$0	\$175	\$0	\$175	

Funding Source		State		Program			State Unallocated		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	5	1,325	0	0	0	0	1,330	0	1,330	
Fund Totals:	\$5	\$1,325	\$0	\$0	\$0	\$0	\$1,330	\$0	\$1,330	

Funding Source		State		Program			State Hwy - Board Unallocated		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	1,325	0	0	0	0	0	1,325	1,325	0	
Fund Totals:	\$1,325	\$0	\$0	\$0	\$0	\$0	\$1,325	\$1,325	\$0	

*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: \$6,933

Total Programmed Budget: \$210

Total Cost (Prev. + Prog.): \$7,143

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		
2022	0	0	0	0	0	84	84	0	84		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$84	\$84	\$0	\$84		

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		
2022	0	0	0	0	0	126	126	50	76		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$126	\$126	\$50	\$76		

I-84, Robinson Road Underpass Repair, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 23455

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$200

Total Cost (Prev. + Prog.): \$200

Project Description

An excavator being towed on I-84 struck the Bridge on Oct 5, 2021. The accident damaged two girders. Shoulder restrictions will be implemented on Robinson Road and repairs will require a closure of the interstate.



Funding Source		State		Program				State Hwy - Bridge Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	20	0	0	0	30	150	200	0	200		
Fund Totals:	\$20	\$0	\$0	\$0	\$30	\$150	\$200	\$0	\$200		

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

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23099 Safety

Requesting Agency: ITD
 Project Year: 2022
 Total Previous Allocations: \$0
 Total Programmed Budget: \$1,706
 Total Cost (Prev. + Prog.): \$1,706



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 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	1,706	1,706	0	1,706		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,706	\$1,706	\$0	\$1,706		

I-84, Striping – FY2023

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23708 Safety

Requesting Agency: ITD
 Project Year: 2022
 Total Previous Allocations: \$0
 Total Programmed Budget: \$559
 Total Cost (Prev. + Prog.): \$559



Project Description

Re-stripe lines on Interstate 84 for safety. (Ada County 29%, Canyon County 18%, Elmore County 39%, and Payette County 14%)

Funding Source		Leading Idaho	Program					State Hwy - Safety & Capacity (Safety)		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	0	0	0	50	509	559	0	559		
Fund Totals:	\$0	\$0	\$0	\$0	\$50	\$509	\$559	\$0	\$559		

I-84, Ustick Road Overpass, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 22619

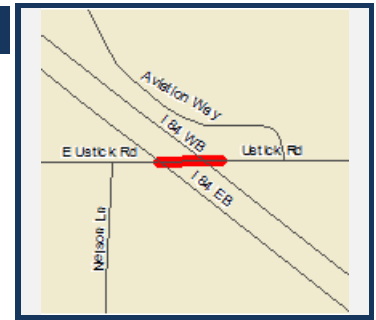
Requesting Agency: City of Caldwell

Project Year: 2020-2022

Total Previous Allocations: \$15,582

Total Programmed Budget: \$282

Total Cost (Prev. + Prog.): \$15,864



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		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	2	2	0	2			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2	\$2	\$0	\$2			

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	0	0	0	0	112	0	112	0	112			
Fund Totals:	\$0	\$0	\$0	\$0	\$112	\$0	\$112	\$0	\$112			

Funding Source		INFRA		Program				Hwy - Misc. Federal		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	168	0	168	0	168			
Fund Totals:	\$0	\$0	\$0	\$0	\$168	\$0	\$168	\$0	\$168			

*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

Key #: 22712

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,130

Total Cost (Prev. + Prog.): \$2,130

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	138	0	0	0	0	0	138	0	138		
2027	0	0	0	0	182	1,417	1,599	0	1,599		
Fund Totals:	\$138	\$0	\$0	\$0	\$182	\$1,417	\$1,737	\$0	\$1,737		

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

Key #: 22602

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$13

Total Programmed Budget: \$5,290

Total Cost (Prev. + Prog.): \$5,303

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	119	0	0	0	0	119	110	9		
2023	0	249	0	0	0	0	249	231	18		
2024	0	0	0	0	0	4,547	4,547	4,213	334		
2025	0	0	0	0	375	0	375	347	28		
Fund Totals:	\$0	\$368	\$0	\$0	\$375	\$4,547	\$5,290	\$4,902	\$388		

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

JCT SH 78 to Nampa, Corridor Plan

Regionally Significant: Inflated

TIP Achievement:

Key #: 09971

Support

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$47

Total Programmed Budget: \$10

Total Cost (Prev. + Prog.): \$57

Project Description

Develop a multi-county corridor study from Junction State Highway 78 to Nampa (96% Canyon and 4% Owyhee).



Funding Source		STBG-State		Program			Hwy - State Planning & Research		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	10	0	0	0	0	0	10	9	1		
Fund Totals:	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$9	\$1		

Kuna to Meridian, Corridor Plan

Regionally Significant: Inflated

TIP Achievement:

Key #: 09969

Support

Requesting Agency: ITD

Project Year:

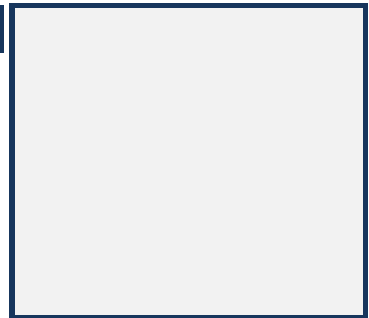
Total Previous Allocations: \$294

Total Programmed Budget: \$50

Total Cost (Prev. + Prog.): \$344

Project Description

Develop a corridor plan for State Highway 69 between Kuna and Meridian.



Funding Source		STBG-State		Program			Hwy - State Planning & Research		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	50	0	0	0	0	50	46	4		
Fund Totals:	\$0	\$50	\$0	\$0	\$0	\$0	\$50	\$46	\$4		

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

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

Regionally Significant: Inflated

Key #: RD207-29

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$6,216

Total Cost (Prev. + Prog.): \$6,216

Project Description

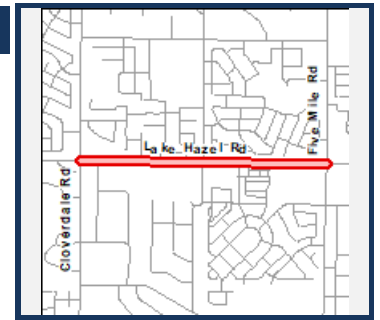
Widen Lake Hazel Road from Cloverdale Road to Five Mile Road in Ada County to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway.

TIP Achievement:

Safety

Active Transportation

System Performance



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	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	\$22	\$1,201	\$194	\$299	\$4,500	\$6,216	\$0	\$6,216

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

Regionally Significant: Inflated

Key #: RD209-18

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$8,186

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

Project Description

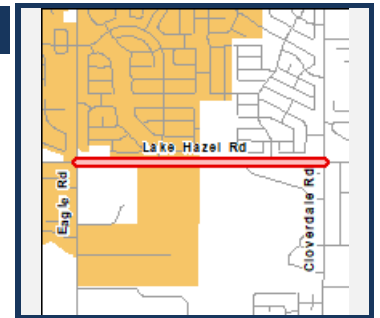
Widen Lake Hazel Road from Eagle Road to Cloverdale Road in Ada County to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway.

TIP Achievement:

Safety

Active Transportation

System Performance



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

System Performance

Requesting Agency: ACHD

Active Transportation

Project Year: PD

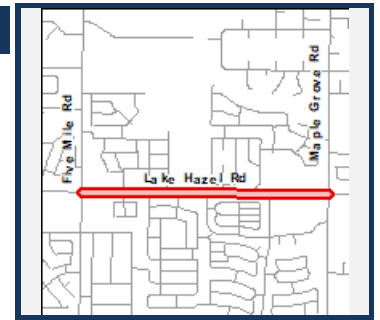
Total Previous Allocations: \$0

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 enhanced pedestrian and bicycle facilities on both sides of the roadway.



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

System Performance

Requesting Agency: ACHD

Active Transportation

Project Year: PD

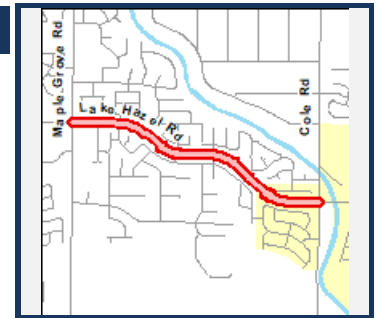
Total Previous Allocations: \$0

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 enhanced pedestrian and bicycle facilities on both sides of the roadway.



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

Linder Road and Deer Flat Road Intersection, Kuna

Regionally Significant: Inflated TIP Achievement:

Key #: 13492

Requesting Agency: ACHD

Project Year: 2020

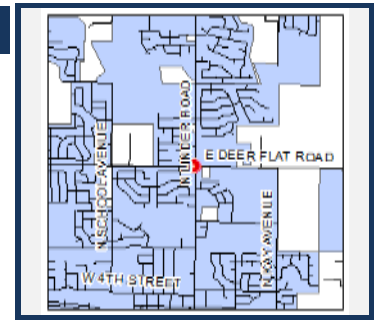
Total Previous Allocations: \$4,912

Total Programmed Budget: \$28

Total Cost (Prev. + Prog.): \$4,940

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		Non-Participating (Local)		Program			Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	0	0	0	0	0	28	28	0	28	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$28	\$28	\$0	\$28	

Linder Road, Overland Road to Franklin Road, Widen and Overpass, Meridian

Regionally Significant: Inflated TIP Achievement:

Key #: NEW2

Requesting Agency: ACHD

Project Year: 2023 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 100.00%	
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	0	310	
2023	0	700	0	0	0	0	700	0	700	
Fund Totals:	\$10	\$1,000	\$0	\$0	\$0	\$0	\$1,010	\$0	\$1,010	

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

Regionally Significant: Inflated

Key #: RD209-28

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$6

Total Programmed Budget: \$7,068

Total Cost (Prev. + Prog.): \$7,074

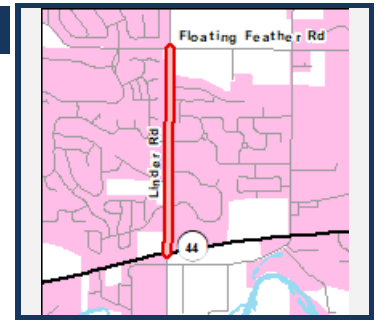
TIP Achievement:

Safety

Asset Management

System Performance

Active Transportation



Project Description

Widen Linder Road from State Highway 44 (State Street) to Floating Feather Road in the City of Eagle to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway. Project includes removing and replacing two bridges (Middleton Canal and Foothills Ditch).

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
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	\$16	\$700	\$0	\$72	\$6,280	\$7,068	\$0	\$7,068

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

Regionally Significant: Inflated

Key #: RD207-19

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$141

Total Programmed Budget: \$20,766

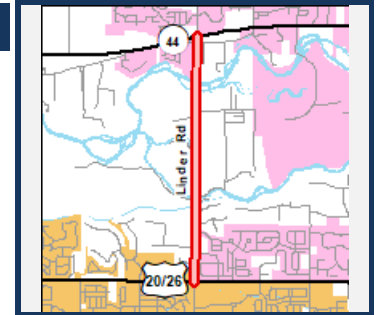
Total Cost (Prev. + Prog.): \$20,907

TIP Achievement:

Asset Management

Active Transportation

System Performance



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)

Marsing to New Meadows, Corridor Plan

Regionally Significant: Inflated

TIP Achievement:

Key #: 09967

Support

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$685

Total Programmed Budget: \$11

Total Cost (Prev. + Prog.): \$696

Project Description



Funding Source		Program						Local Match	
NHPP		Hwy - State Planning & Research						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	11	0	0	0	0	0	11	10	1
Fund Totals:	\$11	\$0	\$0	\$0	\$0	\$0	\$11	\$10	\$1

Middleton Road and Ustick Road, Roundabout, Caldwell

Regionally Significant: Inflated

TIP Achievement:

Key #: 13487

System Performance

Requesting Agency: City of Caldwell

Safety

Project Year: 2025

Total Previous Allocations: \$908

Total Programmed Budget: \$2,288

Total Cost (Prev. + Prog.): \$3,196

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		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
2022	20	25	0	0	0	0	45	42	3
2025	0	0	0	0	365	1,878	2,243	2,078	165
Fund Totals:	\$20	\$25	\$0	\$0	\$365	\$1,878	\$2,288	\$2,120	\$168

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

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

Regionally Significant: Inflated

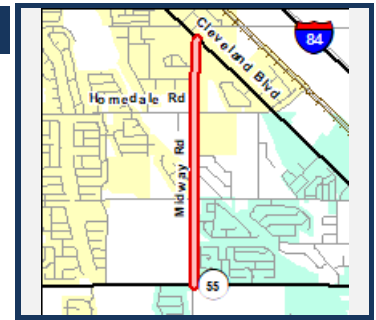
Key #: 22016

Requesting Agency: Canyon Highway District
 Project Year: PD City of Caldwell
 City of Nampa

TIP Achievement:

Active Transportation

Asset Management



Total Previous Allocations: \$436
 Total Programmed Budget: \$1,394
 Total Cost (Prev. + Prog.): \$1,830

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
PD	0	0	0	0	331	1,063	1,394	1,292	102
Fund Totals:	\$0	\$0	\$0	\$0	\$331	\$1,063	\$1,394	\$1,292	\$102

MS4 Permit and Storm Water Management Program, Ada County

Regionally Significant: Inflated

Key #: 23599

Requesting Agency: ITD
 Project Year: 2023

Total Previous Allocations: \$0
 Total Programmed Budget: \$255
 Total Cost (Prev. + Prog.): \$255

TIP Achievement:

Support



Project Description

Provide assistance with Municipal Separate Storm Sewer System (MS4) permit program development and documentation in Ada County.

Funding Source		STBG-State		Program Hwy - State Planning & Research				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	255	0	0	0	0	255	236	19
Fund Totals:	\$0	\$255	\$0	\$0	\$0	\$0	\$255	\$236	\$19

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

Northside Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant: Inflated

Key #: 23731

Requesting Agency:

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$5,370

Total Cost (Prev. + Prog.): \$5,370

Project Description

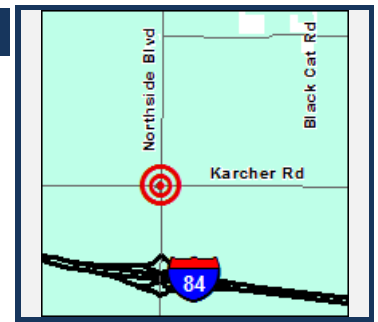
Install a roundabout at the intersection of Northside Boulevard and Karcher Road in the City of Nampa.

TIP Achievement:

System Performance

Freight Movement

Safety



Funding Source		Freight		Program			State Hwy - Freight		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	400	630	0	0	0	1,030	954	76	
2026	0	0	0	0	0	4,340	4,340	4,021	319	
Fund Totals:	\$0	\$400	\$630	\$0	\$0	\$4,340	\$5,370	\$4,976	\$394	

Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant: Inflated

Key #: 13494

Requesting Agency: Canyon Highway District

Project Year: 2023 City of Caldwell

Total Previous Allocations: \$3,061

Total Programmed Budget: \$9,243

Total Cost (Prev. + Prog.): \$12,304

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.

TIP Achievement:

Open Space

Active Transportation

System Performance



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	104	0	0	0	0	104	0	104	
Fund Totals:	\$0	\$104	\$0	\$0	\$0	\$0	\$104	\$0	\$104	

Funding Source		Bridge (Local)		Program			Local Hwy - Bridge		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	0	0	152	0	880	5,878	6,910	6,403	507	
Fund Totals:	\$0	\$0	\$152	\$0	\$880	\$5,878	\$6,910	\$6,403	\$507	

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	
2022	100	0	0	0	0	0	100	93	7	
2023	0	0	0	0	319	1,632	1,951	1,808	143	
2024	0	0	178	0	0	0	178	165	13	
Fund Totals:	\$100	\$0	\$178	\$0	\$319	\$1,632	\$2,229	\$2,065	\$164	

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

Orchard Street Realignment, Gowen Road to Victory Road, Boise

Regionally Significant: Inflated

Key #: RD207-01

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$177

Total Programmed Budget: \$19,147

Total Cost (Prev. + Prog.): \$19,324

TIP Achievement:

Safety

Active Transportation

System Performance



Project Description

Realign and widen Orchard Street from Gowen Road to Victory Road in the City of Boise to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway. Project includes three roundabouts and reconstruction of the Orchard Street and Gowen Road intersection.

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	34	663	0	0	0	697	0	697
2023	0	0	742	0	0	11,003	11,745	0	11,745
2024	0	0	0	0	0	6,705	6,705	0	6,705
Fund Totals:	\$0	\$34	\$1,405	\$0	\$0	\$17,708	\$19,147	\$0	\$19,147

Pathway, Canyon Street, Nampa

Regionally Significant: Inflated

Key #: 23915

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$881

Total Cost (Prev. + Prog.): \$881

TIP Achievement:



Project Description

Replace a 5-foot pathway with a 10-foot pathway in the City of Nampa along the eastern boundary of Centennial Elementary School connecting with Lake Lowell Avenue. The pathway will be extended approximately 700 feet along the eastern portion of the boundary to intersect with the alley. The project will also construct a new 12-foot pathway in the center of the alley that extends from South State Street to West Roosevelt Avenue and includes drainage on both sides of the pathway, speed humps, signage, and a crosswalk with a Rectangular Rapid Flashing Beacon, which will be installed to cross West Roosevelt Avenue.

Funding Source TAP-Urban Program Local Hwy - Transportation Alternatives							Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	30	70	0	0	0	0	100	93	7
2026	0	0	0	0	110	671	781	724	57
Fund Totals:	\$30	\$70	\$0	\$0	\$110	\$671	\$881	\$816	\$65

Pathway, Federal Way and Broadway Avenue Multiuse Pathway, Boise

Regionally Significant: Inflated

Key #: 23307

Requesting Agency: City of Boise

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,643

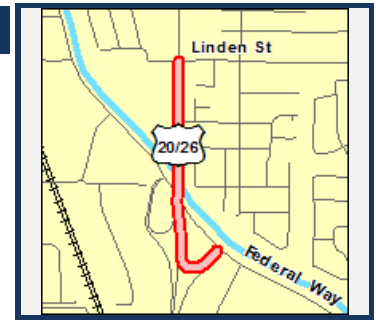
Total Cost (Prev. + Prog.): \$1,643

TIP Achievement:

Health

Active Transportation

Safety



Project Description

Construct a 10-foot separated, concrete, low-stress multiuse pathway at the interchange of South Broadway Avenue (US 20/26) and South Federal Way in the City of Boise. Project will provide bicycle and pedestrian connectivity and make the area compliant with Americans with Disabilities Act requirements.

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	41	132	0	0	0	0	173	160	13
Fund Totals:	\$41	\$132	\$0	\$0	\$0	\$0	\$173	\$160	\$13

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	96	0	0	0	0	96	89	7
2026	0	0	114	0	0	0	114	106	8
2027	0	0	0	53	198	1,009	1,260	1,168	92
Fund Totals:	\$0	\$96	\$114	\$53	\$198	\$1,009	\$1,470	\$1,362	\$108

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

Pathway, Greenbelt Completion, Boise State

Regionally Significant: Inflated

Key #: 22385

Requesting Agency: Boise State University

Project Year: 2026-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$893

Total Cost (Prev. + Prog.): \$893

TIP Achievement:

Safety

Open Space

Health

Active Transportation



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	41	0	0	0	0	52	48	4
2026	0	0	0	0	42	201	243	225	18
2027	0	0	0	0	0	577	577	535	42
Fund Totals:	\$11	\$41	\$0	\$0	\$42	\$778	\$872	\$808	\$64

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
2026	0	0	0	0	0	21	21	0	21
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$21	\$21	\$0	\$21

Pathway, Grimes City Pathway Extension, Nampa

Regionally Significant: Inflated

Key #: 23025

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$77

Total Programmed Budget: \$451

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

TIP Achievement:

Health

Open Space

Active Transportation



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
PD	0	0	0	0	60	391	451	418	33
Fund Totals:	\$0	\$0	\$0	\$0	\$60	\$391	\$451	\$418	\$33

Pathway, Rail with Trail, Meridian

Regionally Significant: Inflated

Key #: 13918

Requesting Agency: City of Meridian

Project Year: 2024

Total Previous Allocations: \$75

Total Programmed Budget: \$670

Total Cost (Prev. + Prog.): \$745

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		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	47	503	550	510	40	
Fund Totals:	\$0	\$0	\$0	\$0	\$47	\$503	\$550	\$510	\$40	

Funding Source		AC (Local)		Program			Advanced Construction		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2022	115	5	0	0	0	0	120	0	120	
Fund Totals:	\$115	\$5	\$0	\$0	\$0	\$0	\$120	\$0	\$120	

Pathway, SH-55 (Eagle Road), Bristol Heights to US 20/26, Boise

Regionally Significant: Inflated

Key #: 22931

Requesting Agency: City of Boise

Project Year: PD

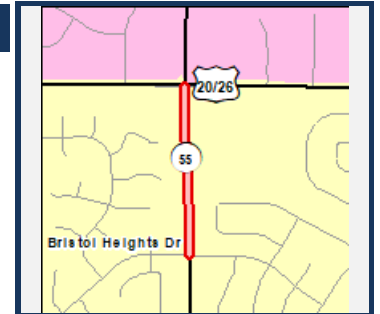
Total Previous Allocations: \$0

Total Programmed Budget: \$351

Total Cost (Prev. + Prog.): \$351

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		TAP-TMA		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	39	252	291	270	21	
Fund Totals:	\$11	\$23	\$0	\$0	\$39	\$252	\$325	\$301	\$24	

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	

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

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

Regionally Significant: Inflated

Key #: 20542

Requesting Agency: City of Meridian

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$651

Total Cost (Prev. + Prog.): \$651

TIP Achievement:

Safety

Health

Active Transportation



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 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	11	80	98	0	0	0	189	175	14
2025	0	0	0	0	35	409	444	411	33
Fund Totals:	\$11	\$80	\$98	\$0	\$35	\$409	\$633	\$587	\$46

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	10	0	0	0	0	0	10	0	10
2025	0	0	0	0	0	4	4	0	4
Fund Totals:	\$10	\$0	\$0	\$0	\$0	\$4	\$14	\$0	\$14

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	4	4	4	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$4	\$4	\$4	\$0

*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: 2022-2023

Total Previous Allocations: \$724

Total Programmed Budget: \$13,665

Total Cost (Prev. + Prog.): \$14,389

TIP Achievement:

Safety

Active Transportation

Asset Management



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			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	1,171	6,372	7,543	6,989	554
2023	0	0	0	0	0	6,122	6,122	5,673	449
Fund Totals:	\$0	\$0	\$0	\$0	\$1,171	\$12,494	\$13,665	\$12,662	\$1,003

Funding Source			Program					Local Match	
AC (Local)			Advanced Construction					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	6,002	6,002	0	6,002
2023	0	0	0	0	0	-6,002	-6,002	0	-6,002
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

Regionally Significant: Inflated

Key # : 20122

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$243

Total Programmed Budget: \$2,372

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

TIP Achievement:

Safety

Active Transportation

Asset Management



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			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	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 – FY2023

Regionally Significant: Inflated TIP Achievement:

Key #: 20006

Requesting Agency: ACHD

Project Year: 2023-2024

Total Previous Allocations: \$80

Total Programmed Budget: \$1,053

Total Cost (Prev. + Prog.): \$1,133

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 10th Street; and Fort Street, 16th Street to 15th Street.



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	5	89	0	0	0	0	94	87	7
2023	0	0	0	0	0	933	933	865	68
2024	0	0	0	0	0	104	104	96	8
Fund Totals:	\$5	\$89	\$0	\$0	\$0	\$1,037	\$1,131	\$1,048	\$83

Funding Source			Program					Local Match	
AC (Local)			Advanced Construction					100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	-5	-75	0	0	0	0	-80	0	-80
2023	0	0	0	0	0	102	102	0	102
2024	0	0	0	0	0	-100	-100	0	-100
Fund Totals:	(\$5)	(\$75)	\$0	\$0	\$0	\$2	(\$78)	\$0	(\$78)

Peckham Road Intersections, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 22101

Requesting Agency: Golden Gate HD

Project Year: 2022

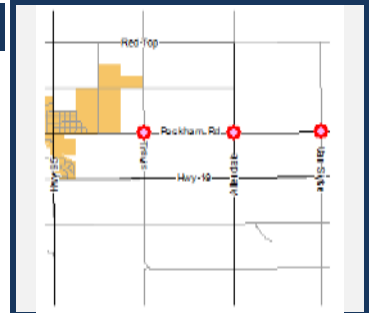
Total Previous Allocations: \$63

Total Programmed Budget: \$504

Total Cost (Prev. + Prog.): \$567

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	
STBG-R			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
2022	35	0	0	0	0	0	35	32	3
2023	0	0	0	82	0	387	469	435	34
Fund Totals:	\$35	\$0	\$0	\$82	\$0	\$387	\$504	\$467	\$37

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

Regionally Significant: Inflated

Key #: 13964

Requesting Agency: Golden Gate HD

Project Year: 2023

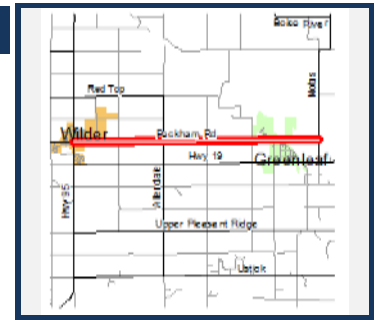
Total Previous Allocations: \$721

Total Programmed Budget: \$3,692

Total Cost (Prev. + Prog.): \$4,413

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.



TIP Achievement:

- Safety
- Active Transportation
- System Performance

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		
2022	0	0	0	25	0	0	25	23	2		
2023	0	0	0	0	793	2,874	3,667	3,398	269		
Fund Totals:	\$0	\$0	\$0	\$25	\$793	\$2,874	\$3,692	\$3,421	\$271		

Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Regionally Significant: Inflated

Key #: 22018

Requesting Agency: City of Caldwell

Project Year: PD

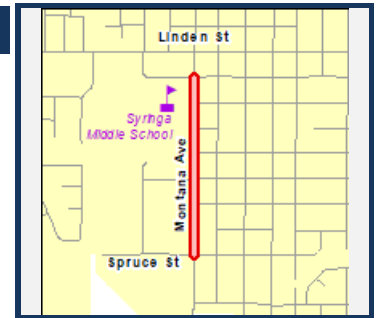
Total Previous Allocations: \$89

Total Programmed Budget: \$799

Total Cost (Prev. + Prog.): \$888

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.



TIP Achievement:

- Safety
- Health
- Active Transportation

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		
2022	15	50	60	0	0	0	125	116	9		
PD	0	0	0	0	105	569	674	625	49		
Fund Totals:	\$15	\$50	\$60	\$0	\$105	\$569	\$799	\$740	\$59		

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

Pedestrian Improvements, Stoddard Pathway, Nampa

Regionally Significant: Inflated

Key #: 22944

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$78

Total Programmed Budget: \$414

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

Project Description

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

TIP Achievement:

Safety

Health

Active Transportation



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		
2022	0	0	0	0	66	348	414	384	30		
Fund Totals:	\$0	\$0	\$0	\$0	\$66	\$348	\$414	\$384	\$30		

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

Regionally Significant: Inflated

Key #: 20549

Requesting Agency: ACHD

Project Year: 2023

Total Previous Allocations: \$56

Total Programmed Budget: \$349

Total Cost (Prev. + Prog.): \$405

Project Description

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

TIP Achievement:

Safety



Funding Source		TAP-TMA		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		
2023	0	51	0	0	0	0	51	47	4		
2025	0	0	0	0	59	239	298	276	22		
Fund Totals:	\$0	\$51	\$0	\$0	\$59	\$239	\$349	\$323	\$26		

Funding Source		Local Participating		Program				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	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 18854

Support

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$6,165

Total Cost (Prev. + Prog.): \$6,165

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 on current project year project and the Transportation Development Plan for long-term vision.



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	0	0	0	0	1,173	1,173	938	235	
2023	0	0	0	0	0	1,202	1,202	962	240	
2024	0	0	0	0	0	1,232	1,232	986	246	
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	\$6,165	\$6,165	\$4,932	\$1,233	

Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 18842

Support

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$5,618

Total Cost (Prev. + Prog.): \$5,618

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 on current year project and the Transportation Development Plan for long-term vision.



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	
2022	0	0	0	0	0	1,069	1,069	855	214	
2023	0	0	0	0	0	1,095	1,095	876	219	
2024	0	0	0	0	0	1,123	1,123	898	225	
2025	0	0	0	0	0	1,151	1,151	921	230	
2026	0	0	0	0	0	1,180	1,180	944	236	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,618	\$5,618	\$4,494	\$1,124	

Planning, Communities in Motion Update, COMPASS

Regionally Significant: Inflated **TIP Achievement:**
Key # : 20271 Support

Requesting Agency: COMPASS
 Project Year: 2023-2026
 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		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	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		
2026	0	275	0	0	0	0	275	255	20		
Fund Totals:	\$0	\$636	\$0	\$0	\$0	\$0	\$636	\$589	\$47		

Planning, COMPASS

Regionally Significant: Inflated **TIP Achievement:**
Key # : CPA1 Support

Requesting Agency: COMPASS
 Project Year: 2022-2027
 Total Previous Allocations: \$0
 Total Programmed Budget: \$5,033
 Total Cost (Prev. + Prog.): \$5,033



Project Description

Assist COMPASS in meeting federal transportation planning responsibilities. These projects tie to Idaho Transportation Department key numbers 20560, 21889, 22387, 22800, 23306, 23327, ORN23681, and ORN23682.

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		
2024	0	928	0	0	0	0	928	860	68		
2025	0	928	0	0	0	0	928	860	68		
2026	0	928	0	0	0	0	928	860	68		
2027	0	928	0	0	0	0	928	860	68		
Fund Totals:	\$0	\$3,944	\$0	\$0	\$0	\$0	\$3,944	\$3,655	\$289		

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	297	0	0	0	0	297	275	22		
2025	0	297	0	0	0	0	297	275	22		
2026	0	297	0	0	0	0	297	275	22		
Fund Totals:	\$0	\$1,089	\$0	\$0	\$0	\$0	\$1,089	\$1,009	\$80		

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

Planning, COMPASS – FY2023

Regionally Significant: Inflated

TIP Achievement:

Key #: 20560

Support

Requesting Agency: COMPASS

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$232

Total Cost (Prev. + Prog.): \$232

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



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	232	0	0	0	0	232	215	17			
Fund Totals:	\$0	\$232	\$0	\$0	\$0	\$0	\$232	\$215	\$17			

Planning, FTA Metropolitan Planning Funds, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 19144

Support

Requesting Agency: COMPASS

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$416

Total Cost (Prev. + Prog.): \$416

Project Description

Metropolitan planning organization (MPO) planning funds from the Federal Transit Administration.



Funding Source		FTA 5303						Program	Transit Operations		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	416	0	0	0	0	416	385	31			
Fund Totals:	\$0	\$416	\$0	\$0	\$0	\$0	\$416	\$385	\$31			

Planning, FTA Metropolitan Planning Funds, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 22108

Support

Requesting Agency: COMPASS

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$1,459

Total Cost (Prev. + Prog.): \$1,459

Project Description

Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration.



Funding Source		Metropolitan Planning						Program	Hwy - Metropolitan Planning		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2023	0	1,459	0	0	0	0	1,459	1,352	107			
Fund Totals:	\$0	\$1,459	\$0	\$0	\$0	\$0	\$1,459	\$1,352	\$107			

*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

Support

Requesting Agency: COMPASS

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$14,014

Total Cost (Prev. + Prog.): \$14,014

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 23401.



Metropolitan Planning

Funding Source		Program						Local Match	
FTA 5303		Transit Capital						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	674	0	0	0	0	674	625	49
2025	0	674	0	0	0	0	674	625	49
Fund Totals:	\$0	\$1,348	\$0	\$0	\$0	\$0	\$1,348	\$1,249	\$99

Funding Source		Program						Local Match	
Metropolitan Planning		Hwy - Metropolitan Planning						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	1,875	0	0	0	0	1,875	1,737	138
2024	0	3,597	0	0	0	0	3,597	3,333	264
2025	0	3,597	0	0	0	0	3,597	3,333	264
2026	0	3,597	0	0	0	0	3,597	3,333	264
Fund Totals:	\$0	\$12,666	\$0	\$0	\$0	\$0	\$12,666	\$11,736	\$930

Railroad Crossing, Benjamin Lane, Boise

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20537

Safety

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$20

Total Programmed Budget: \$323

Total Cost (Prev. + Prog.): \$343

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		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
2024	0	0	0	0	0	323	323	291	32
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$323	\$323	\$291	\$32

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

Railroad Crossing, Cherry Lane, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 23378

Safety

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$350

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

Project Description

Install signals and gates and resurface the Union Pacific railroad crossing at Cherry Lane in the City of Nampa.



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				
2027	0	0	0	0	0	350	350	315	35				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$350	\$350	\$315	\$35				

Railroad Crossing, Deb Lane Closure, near Parma

Regionally Significant: Inflated

TIP Achievement:

Key #: 23950

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$450

Total Cost (Prev. + Prog.): \$450

Project Description

Remove the Union Pacific Railroad crossing at Deb Lane near the City of Parma.



Funding Source		Leading Idaho		Program				Hwy Safety - Railroad Crossings		Local Match		100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2023	25	0	0	425	0	0	450	0	450				
Fund Totals:	\$25	\$0	\$0	\$425	\$0	\$0	\$450	\$0	\$450				

Railroad Crossing, Karcher Road, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 23379

Safety

Requesting Agency: City of Nampa

Project Year: 2027

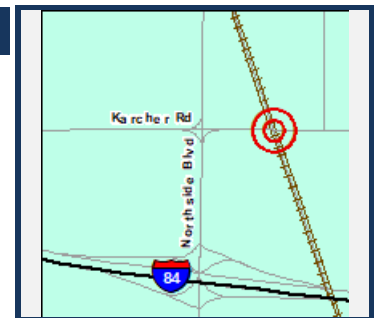
Total Previous Allocations: \$0

Total Programmed Budget: \$350

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

Project Description

Install signals and gates and resurface the Union Pacific railroad crossing at Karcher Road in the City of Nampa.



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				
2027	0	0	0	0	0	350	350	315	35				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$350	\$350	\$315	\$35				

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

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: \$265

Total Cost (Prev. + Prog.): \$265

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	
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	260	265	239	27		
Fund Totals:	\$5	\$0	\$0	\$0	\$0	\$260	\$265	\$239	\$27		

Railroad Crossing, Look Lane, near Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 20355

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2023

Total Previous Allocations: \$304

Total Programmed Budget: \$510

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		
2023	0	0	0	0	0	510	510	459	51		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$510	\$510	\$459	\$51		

Railroad Crossing, Milwaukee Street, Boise

Regionally Significant: Inflated TIP Achievement:

Key #: 23389

Safety

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$407

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

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	7	0	0	0	0	200	207	0	207		
Fund Totals:	\$7	\$0	\$0	\$0	\$0	\$200	\$207	\$0	\$207		

Funding Source		Private Developer		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	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: \$265

Total Cost (Prev. + Prog.): \$265

Project Description

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



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match	
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	20	0		
2023	0	0	0	0	0	245	245	245	0		
Fund Totals:	\$10	\$0	\$0	\$10	\$0	\$245	\$265	\$265	\$0		

Railroad Crossing, South Cole Road, Ada County

Regionally Significant: Inflated TIP Achievement:

Key #: NEW14

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$477

Total Cost (Prev. + Prog.): \$477

Project Description

Install safety features and improve the southerly roadway approach on a railroad crossing on South Cole Road in Ada County.



Funding Source		State Rail		Program				Hwy Safety - Railroad Crossings		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	402	0	0	402	0	402		
Fund Totals:	\$0	\$0	\$0	\$402	\$0	\$0	\$402	\$0	\$402		

Funding Source		Fed RRX		Program				Hwy Safety - Railroad Crossings		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	75	0	0	0	0	0	75	68	8		
Fund Totals:	\$75	\$0	\$0	\$0	\$0	\$0	\$75	\$68	\$8		

Reconnecting, Accessibility, and Improving Safety and Equity, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: NEW07

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$5,000

Total Cost (Prev. + Prog.): \$5,000

Project Description

Design local and regional connections to benefit residents in the North Nampa Neighborhood. Improvements include sidewalk network expansion and modernization, shared use path construction, pedestrian pathway extension, a new pedestrian bridge, replacement of an existing vehicle and pedestrian bridge, modernization of two railroad underpasses, and a study of new transit services. The project is expected to increase safety in a high crash area and provide connections to essential services. Construction is currently unfunded.



Funding Source		RAISE		Program				Hwy - Discretionary		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	5,000	0	0	0	0	5,000	5,000	0		
Fund Totals:	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0		

Roadway and ADA Improvements, Boise Area - FY2024

Regionally Significant: Inflated

Key #: 20674

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$8,222

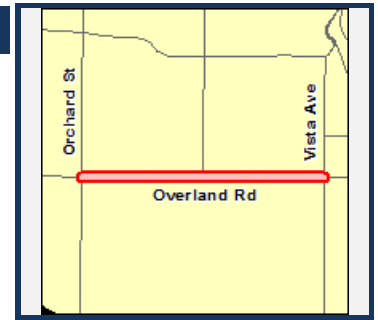
Total Cost (Prev. + Prog.): \$8,222

TIP Achievement:

Safety

Active Transportation

Asset Management



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Overland Road from Vista Avenue to Orchard Road in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements.

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
2024	0	0	416	0	0	0	416	0	416
Fund Totals:	\$0	\$0	\$416	\$0	\$0	\$0	\$416	\$0	\$416

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	29	1,233	0	0	0	0	1,262	1,169	93
2025	0	0	0	0	853	5,691	6,544	6,064	480
Fund Totals:	\$29	\$1,233	\$0	\$0	\$853	\$5,691	\$7,806	\$7,233	\$573

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

Roadway and ADA Improvements, Boise Area – FY2025

Regionally Significant: Inflated

Key #: 21896

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$8,215

Total Cost (Prev. + Prog.): \$8,215

TIP Achievement:

Safety

Active Transportation

Asset Management



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Vista Avenue from Overland Road to Rose Hill and Orchard Road from Interstate 84 to Overland Road in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements.

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	29	0	0	0	0	0	29	0	29	
2023	0	509	0	0	0	0	509	0	509	
Fund Totals:	\$29	\$509	\$0	\$0	\$0	\$0	\$538	\$0	\$538	

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	730	0	0	0	0	730	676	54	
2025	0	0	371	0	0	0	371	344	27	
2026	0	0	0	0	858	5,718	6,576	6,093	483	
Fund Totals:	\$0	\$730	\$371	\$0	\$858	\$5,718	\$7,677	\$7,114	\$563	

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

Roadway and ADA Improvements, Boise Area – FY2027

Regionally Significant: Inflated

Key #: 22390

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$10,119

Total Cost (Prev. + Prog.): \$10,119

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.

TIP Achievement:

Safety

Active Transportation

Asset Management



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	
2024	0	1,522	0	0	0	0	1,522	1,410	112	
2025	31	0	0	0	0	0	31	29	2	
2026	0	0	487	0	0	0	487	451	36	
2027	0	0	0	0	1,053	7,025	8,078	7,485	593	
Fund Totals:	\$31	\$1,522	\$487	\$0	\$1,053	\$7,025	\$10,118	\$9,375	\$743	

Funding Source		AC (Local)		Program			Advanced Construction		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	30	0	0	0	0	0	30	0	30	
2025	-29	0	0	0	0	0	-29	0	-29	
Fund Totals:	\$1	\$0	\$0	\$0	\$0	\$0	\$1	\$0	\$1	

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

Roadway and ADA Improvements, Boise Area – FY2028

Regionally Significant: Inflated

Key #: 22816

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$8,180

Total Cost (Prev. + Prog.): \$8,180

TIP Achievement:

Safety

Active Transportation

Asset Management



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			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	30	0	0	0	0	0	30	0	30	
Fund Totals:	\$30	\$0	\$0	\$0	\$0	\$0	\$30	\$0	\$30	

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	1,231	0	0	0	0	1,231	1,141	90	
2027	0	0	386	0	0	0	386	358	28	
2028	0	0	0	0	852	5,681	6,533	6,053	480	
Fund Totals:	\$0	\$1,231	\$386	\$0	\$852	\$5,681	\$8,150	\$7,552	\$598	

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

Roadway and ADA Improvements, Boise Area – FY2029

Regionally Significant: Inflated

Key #: 23323

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$6,891

Total Cost (Prev. + Prog.): \$6,891

TIP Achievement:

Active Transportation

Asset Management

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 will be determined prior to the obligation in the design year.

Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	31	0	0	0	0	0	31	0	31	
Fund Totals:	\$31	\$0	\$0	\$0	\$0	\$0	\$31	\$0	\$31	

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	970	0	0	0	0	970	899	71	
2028	0	0	845	0	656	4,389	5,890	5,458	432	
Fund Totals:	\$0	\$970	\$845	\$0	\$656	\$4,389	\$6,860	\$6,356	\$504	

*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

Key #: 20259

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$838

Total Programmed Budget: \$6,925

Total Cost (Prev. + Prog.): \$7,763

TIP Achievement:

Safety

Active Transportation

Asset Management



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	136	0	0	0	0	136	126	10
Fund Totals:	\$0	\$136	\$0	\$0	\$0	\$0	\$136	\$126	\$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
2024	0	0	0	0	0	1,040	1,040	0	1,040
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,040	\$1,040	\$0	\$1,040

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	153	0	0	0	153	142	11
2024	0	0	0	0	730	4,866	5,596	5,185	411
Fund Totals:	\$0	\$0	\$153	\$0	\$730	\$4,866	\$5,749	\$5,327	\$422

*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

Key #: 19993

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$34

Total Programmed Budget: \$1,607

Total Cost (Prev. + Prog.): \$1,641

TIP Achievement:

Safety

Active Transportation

Asset Management



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		
2022	0	0	0	0	144	1,463	1,607	1,489	118		
Fund Totals:	\$0	\$0	\$0	\$0	\$144	\$1,463	\$1,607	\$1,489	\$118		

Safety Audit, Signalized Intersections, Nampa

Regionally Significant: Inflated

Key #: 23293

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$81

Total Cost (Prev. + Prog.): \$81

TIP Achievement:

Safety



Project Description

To conduct a road safety audit on multiple intersections to identify deficiencies, as well as low-cost, systemic changes to signal operations to decrease the quantity and severity of pedestrian versus vehicle crashes. The following locations are included in this study: 6th Street North at Northside Boulevard; 16th Avenue at 3rd Street North, 2nd Street South, 3rd Street South, and 7th Street South; Midland Boulevard at Orchard Avenue and Lone Star Road.

Funding Source		HSIP (Local)		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	11	55	0	0	0	0	66	61	5
2023	5	10	0	0	0	0	15	14	1
Fund Totals:	\$16	\$65	\$0	\$0	\$0	\$0	\$81	\$75	\$6

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

SH-16 and SH-44 Interchange, Star

Regionally Significant: Inflated

Key #: 23958

Requesting Agency: ITD

Project Year:

Total Previous Allocations:

Total Programmed Budget: \$55,100

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

Project Description

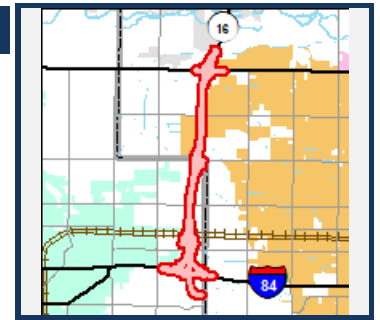
Construction improvements on State Highway 16 that includes a new full interchange at State Highway 44 in the City of Star.

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Funding Source		State		Program				State Hwy - Early Development		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	2,050	40,000	42,050	-4,162,950	4,205,000		
2025	0	0	0	0	3,050	10,000	13,050	-1,291,950	1,305,000		
Fund Totals:	\$0	\$0	\$0	\$0	\$5,100	\$50,000	\$55,100	(\$5,454,900)	\$5,510,000		

SH-16, Franklin Road to Ustick Road, Canyon County

Regionally Significant: Inflated

Key #: 23409

Requesting Agency: ITD

Project Year: 2024-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$49,129

Total Cost (Prev. + Prog.): \$49,129

Project Description

Construct new segment of State Highway 16 from Franklin Road to Ustick Road the City of Nampa and Canyon County. The roadway will include two lanes in each direction with at-grade intersections at Franklin Road and Ustick Road utilizing the on and off ramps for the future interchanges. Work also includes a new structure over the Union Pacific Railroad, Cherry Lane, Ten Mile Creek, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).

TIP Achievement:

System Performance



Funding Source		GARVEE 2017		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		
2022	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 - Safety & Capacity (Capacity)		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	500	400	0	900	834	66		
2024	0	0	0	0	2,300	22,929	25,229	23,377	1,852		
2025	0	0	0	0	2,000	15,000	17,000	15,752	1,248		
2026	0	0	0	0	1,000	5,000	6,000	5,560	440		
Fund Totals:	\$0	\$0	\$0	\$500	\$5,700	\$42,929	\$49,129	\$45,523	\$3,606		

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

SH-16, I-84 System Interchange and Franklin Road Interchange, Nampa

Regionally Significant: Inflated

Key #: 23956

Requesting Agency: ITD

Project Year:

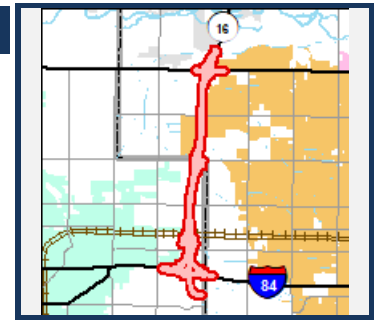
Total Previous Allocations:

Total Programmed Budget: \$87,200

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

Project Description

Construct improvements on State Highway 16 from Interstate 84 to Franklin Road, including free flowing ramps at Interstate 84, and a new bridge over Franklin Road in the City of Nampa. These improvements complete the system interchange with Interstate 84 and the Franklin Road interchange.



Funding Source		State		Program State Hwy - Early Development				Local Match 10000.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	5,100	40,000	45,100	-4,464,900	4,510,000
2025	0	0	0	0	2,100	40,000	42,100	-4,167,900	4,210,000
Fund Totals:	\$0	\$0	\$0	\$0	\$7,200	\$80,000	\$87,200	(\$8,632,800)	\$8,720,000

SH-16, I-84 to Franklin Road, Nampa

Regionally Significant: Inflated

Key #: 23410

Requesting Agency: ITD

Project Year: 2022-2023

Total Previous Allocations: \$0

Total Programmed Budget: \$51,122

Total Cost (Prev. + Prog.): \$51,122

Project Description

Construct new segment of State Highway 16 from Interstate 84 to Franklin Road in the City of Nampa. Improvements include a new interchange across Interstate 84 with on and off ramps from Interstate 84 to Franklin Road and on to State Highway 16. Design and right-of-way budgeted in separate, previous project (KN 20788).



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	2,500	2,500	0	2,500
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$0	\$2,500

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	0	0	0	0	3,340	25,702	29,042	0	29,042
2023	0	0	0	0	2,160	17,420	19,580	0	19,580
Fund Totals:	\$0	\$0	\$0	\$0	\$5,500	\$43,122	\$48,622	\$0	\$48,622

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

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

Regionally Significant: Inflated

Key #: 20788

Requesting Agency: ITD

Project Year: 2019-2023

Total Previous Allocations: \$140,781

Total Programmed Budget: (\$947)

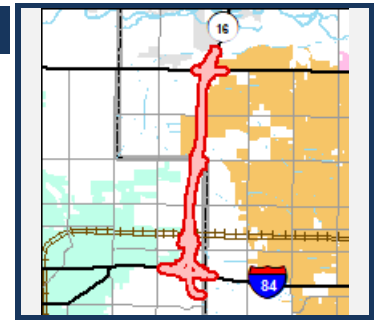
Total Cost (Prev. + Prog.): \$139,834

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Environmental re-evaluation, final design, 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. Work is for Phases 2 and 3 of this project. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 completes the system interchange at Interstate 84 and service interchanges at Franklin Road, Ustick Road, US 20/26, and State Highway 44; construction will be broken out as funding is determined.

Funding Source		IM	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	0	0	-1,000	0	0	0	-1,000	0	-1,000		
2023	0	0	7,650	0	0	0	7,650	0	7,650		
Fund Totals:	\$0	\$0	\$6,650	\$0	\$0	\$0	\$6,650	\$0	\$6,650		

Funding Source		State	Program					State Hwy - Future Authorization	Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	150	5,000	-13,251	50	39	415	-7,597	0	-7,597		
Fund Totals:	\$150	\$5,000	(\$13,251)	\$50	\$39	\$415	(\$7,597)	\$0	(\$7,597)		

SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian

Regionally Significant: Inflated

Key #: 23957

Requesting Agency: ITD

Project Year:

Total Previous Allocations:

Total Programmed Budget: \$78,200

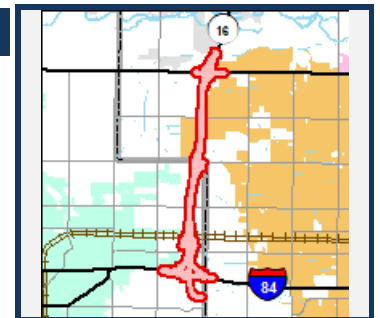
Total Cost (Prev. + Prog.): \$0

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Construct improvements on State Highway 16 including a bridge over Ustick Road and US 20/26 in the City of Meridian. These improvements will complete the Ustick Road and US 20/26 interchanges.

Funding Source		State	Program					State Hwy - Early Development	Local Match		10000.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	0	8,150	70,000	78,150	-7,736,850	7,815,000		
2025	0	0	0	0	50	0	50	-4,950	5,000		
Fund Totals:	\$0	\$0	\$0	\$0	\$8,200	\$70,000	\$78,200	(\$7,741,800)	\$7,820,000		

SH-16, Ustick Road to US 20/26, Ada County

Regionally Significant: Inflated

TIP Achievement:

Key #: 23408

System Performance

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$78,708

Total Cost (Prev. + Prog.): \$78,708

Project Description

Construct new segment of State Highway 16 from Ustick Road US 20/26 in the City of Meridian and Ada County. The roadway will include two lanes in each direction with at-grade intersections at Ustick Road and US 20/26, utilizing the on and off ramps for the future interchanges. Work also includes an overpass at McMillan Road and Five Mile Creek, several local frontage roads to connect to the roadway system, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).



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	0	0	0	0	300	0	300	0	300
2023	0	0	0	0	2,409	73,171	75,580	0	75,580
Fund Totals:	\$0	\$0	\$0	\$0	\$2,709	\$73,171	\$75,880	\$0	\$75,880

Funding Source		Leading Idaho		Program		Leading Idaho		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	37	0	37	0	37
2024	0	0	0	0	2,791	0	2,791	0	2,791
Fund Totals:	\$0	\$0	\$0	\$0	\$2,828	\$0	\$2,828	\$0	\$2,828

SH-21, Mores Creek Bridge Repair, Ada County

Regionally Significant: Inflated

TIP Achievement:

Key #: 23879

System Performance

Requesting Agency: ITD

Asset Management

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$7,040

Total Cost (Prev. + Prog.): \$7,040

Project Description

Paint and repair the State Highway 21 Mores Creek bridge and approaches in Ada County.



Funding Source		STBG-State		Program		State Hwy - Bridge Restoration		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	102	714	0	0	0	0	816	756	60
2026	0	0	0	0	812	5,412	6,224	5,767	457
Fund Totals:	\$102	\$714	\$0	\$0	\$812	\$5,412	\$7,040	\$6,523	\$517

SH-21, Pavement Preservation, Boise

Regionally Significant: Inflated

TIP Achievement:

Key #: 23535

Asset Management

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$1,218

Total Cost (Prev. + Prog.): \$1,218

Project Description

Sealcoat the pavement surface on State Highway 21 from Technology Way to Surprise Way in the City of Boise to improve ride quality and extend the life of the pavement.



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
2023	76	0	0	0	76	1,066	1,218	1,129	89
Fund Totals:	\$76	\$0	\$0	\$0	\$76	\$1,066	\$1,218	\$1,129	\$89

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: \$150

Total Programmed Budget: \$2,549

Total Cost (Prev. + Prog.): \$2,699

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
2022	-28	-4	0	0	404	2,177	2,549	0	2,549
Fund Totals:	(\$28)	(\$4)	\$0	\$0	\$404	\$2,177	\$2,549	\$0	\$2,549

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

Regionally Significant: Inflated

Key #: 13476

Requesting Agency: ITD

Project Year: 2022

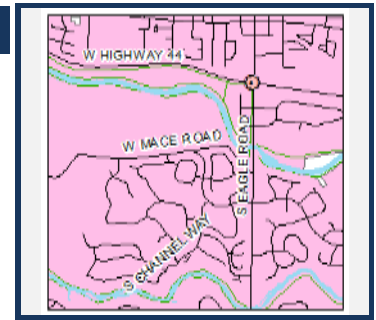
Total Previous Allocations: \$0

Total Programmed Budget: \$9,359

Total Cost (Prev. + Prog.): \$9,359

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.



TIP Achievement:

System Performance

Safety

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	80	1,062	193	0	1,762	6,612	9,709	0	9,709
2023	0	0	0	0	0	-350	-350	0	-350
Fund Totals:	\$80	\$1,062	\$193	\$0	\$1,762	\$6,262	\$9,359	\$0	\$9,359

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

Regionally Significant: Inflated

Key #: 20266

Requesting Agency: ITD

Project Year: 2023

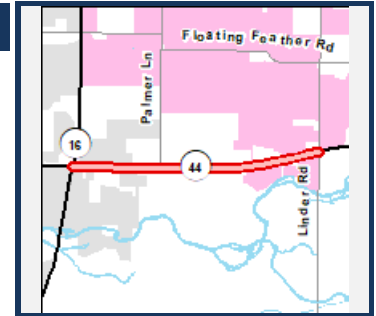
Total Previous Allocations: \$553

Total Programmed Budget: \$8,670

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.



TIP Achievement:

System Performance

Safety

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

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

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

Regionally Significant: Inflated

Key #: 20574

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$1,461

Total Programmed Budget: \$11,183

Total Cost (Prev. + Prog.): \$12,644

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		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		
2024	0	0	0	182	799	10,202	11,183	0	11,183		
Fund Totals:	\$0	\$0	\$0	\$182	\$799	\$10,202	\$11,183	\$0	\$11,183		

SH-44, RWIS near SH-16, Ada County

Regionally Significant: Inflated

Key #: 23182

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$520

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

Project Description

Install a road weather information system (RWIS) on State Highway 44 just east of State Highway 16 to collect, process, and provide weather information to promote safety for the traveling public.



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		
2023	26	0	0	0	0	0	26	0	26		
2024	0	0	0	0	24	470	494	0	494		
Fund Totals:	\$26	\$0	\$0	\$0	\$24	\$470	\$520	\$0	\$520		

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

SH-45 and Locust Lane Intersection, Nampa

Regionally Significant: Inflated **TIP Achievement:**

Key #: 22717

Safety

Requesting Agency: ITD

Project Year: 2027

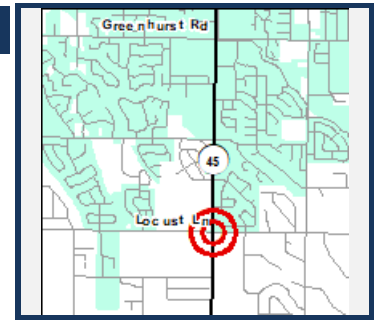
Total Previous Allocations: \$20

Total Programmed Budget: \$2,866

Total Cost (Prev. + Prog.): \$2,886

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	
2022	147	0	0	0	0	0	147	0	147	
2023	0	0	150	0	0	0	150	0	150	
2027	0	0	0	0	221	1,716	1,937	0	1,937	
Fund Totals:	\$147	\$0	\$150	\$0	\$221	\$1,716	\$2,234	\$0	\$2,234	

Funding Source		Local Participating	Program					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

Asset Management

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$458

Total Programmed Budget: \$9,509

Total Cost (Prev. + Prog.): \$9,967

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	
2022	-300	0	0	0	304	9,505	9,509	8,811	698	
Fund Totals:	(\$300)	\$0	\$0	\$0	\$304	\$9,505	\$9,509	\$8,811	\$698	

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 22665

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2022-2023

Total Previous Allocations: \$750

Total Programmed Budget: \$22,088

Total Cost (Prev. + Prog.): \$22,838

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		Program						Local Match	
NHPP		State Hwy - Restoration						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	17	83	0	0	1,800	20,188	22,088	0	22,088
Fund Totals:	\$17	\$83	\$0	\$0	\$1,800	\$20,188	\$22,088	\$0	\$22,088

SH-55 (Eagle Road), I-84 to SH-44, Microseals, Ada County

Regionally Significant: Inflated

TIP Achievement:

Key #: 23542

Requesting Agency: ITD

Project Year: 2027

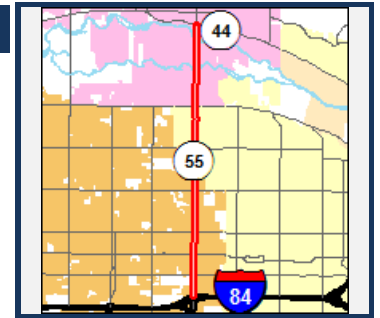
Total Previous Allocations: \$0

Total Programmed Budget: \$3,363

Total Cost (Prev. + Prog.): \$3,363

Project Description

Sealcoat the pavement surface on State Highway 55 (Eagle Road) from Interstate 84 to State Highway 44 in the Cities of Meridian, Boise, and Eagle, to extend the pavement lifespan.



Funding Source		Program						Local Match	
STP-State		State Hwy - Pavement Preservation						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	53	122	0	0	0	0	175	162	13
2027	0	0	0	0	313	2,875	3,188	2,954	234
Fund Totals:	\$53	\$122	\$0	\$0	\$313	\$2,875	\$3,363	\$3,116	\$247

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

SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon

Regionally Significant: Inflated

TIP Achievement:

Key #: 23184

System Performance

Requesting Agency: ITD

Safety

Project Year: 2027

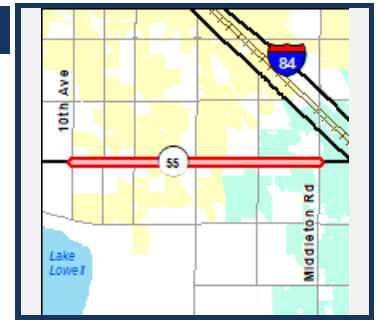
Total Previous Allocations: \$0

Total Programmed Budget: \$42,507

Total Cost (Prev. + Prog.): \$42,507

Project Description

Widen State Highway 55 (Karcher Road) from 10th Avenue to Middleton Road in Canyon County to improve safety and mobility. Project includes intelligent transportation system improvements (ITS). Design and right-of-way for Farmway Road to Middleton Road is shown under Key Number 22715.



Funding Source		State	Program					State Hwy - Safety & Capacity (Capacity)		Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	0	3,864	38,643	42,507	0	42,507		
Fund Totals:	\$0	\$0	\$0	\$0	\$3,864	\$38,643	\$42,507	\$0	\$42,507		

SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon

Regionally Significant: Inflated

TIP Achievement:

Key #: 22715

System Performance

Requesting Agency: ITD

Safety

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$40,057

Total Cost (Prev. + Prog.): \$40,057

Project Description

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. Work includes a continuous median traffic separation, with signalizations intersections at the each miles, and u-turn opportunities at the half-mile.



Funding Source		State	Program					State Hwy - Safety & Capacity (Capacity)		Local Match	100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	250	6,300	0	0	0	0	6,550	0	6,550		
2023	0	2,346	20,655	102	0	0	23,103	0	23,103		
2024	0	0	5,202	0	0	0	5,202	0	5,202		
Fund Totals:	\$250	\$8,646	\$25,857	\$102	\$0	\$0	\$34,855	\$0	\$34,855		

Funding Source		Leading Idaho		Program			Leading Idaho		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	0	5,202	0	0	0	5,202	0	5,202	
Fund Totals:	\$0	\$0	\$5,202	\$0	\$0	\$0	\$5,202	\$0	\$5,202	

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

SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County

Regionally Significant: Inflated

Key #: 23335

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$15,000

Total Cost (Prev. + Prog.): \$15,000

Project Description

Preliminary engineering and right-of-way acquisition to improve safety and mobility on State Highway 55 (Karcher Road) by widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane) from Pear Lane to Farmway Road in Canyon County. Design and right-of-way are partially funded; construction is currently unfunded.



TIP Achievement:

System Performance

Safety

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		
2025	0	5,000	0	0	0	0	5,000	0	5,000		
2026	0	0	10,000	0	0	0	10,000	0	10,000		
Fund Totals:	\$0	\$5,000	\$10,000	\$0	\$0	\$0	\$15,000	\$0	\$15,000		

SH-55, Pavement Preservation, Owyhee and Canyon Counties

Regionally Significant: Inflated

Key #: 23163

Requesting Agency: ITD

Project Year: 2028

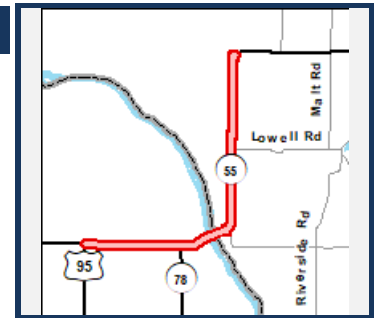
Total Previous Allocations: \$0

Total Programmed Budget: \$1,008

Total Cost (Prev. + Prog.): \$1,008

Project Description

Sealcoat State Highway 55 from the junction with US Highway 95 at Ion Junction in the City of Marsing to Hoskins Road in Canyon County. The treatment will improve ride quality and extend the pavement lifespan. (59% Canyon County and 41% Owyhee County)



TIP Achievement:

Asset Management

Funding Source		NHPP		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	10	15	0	0	0	0	25	23	2		
2024	28	0	0	0	0	0	28	26	2		
2028	0	0	0	0	30	925	955	885	70		
Fund Totals:	\$38	\$15	\$0	\$0	\$30	\$925	\$1,008	\$934	\$74		

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

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 20506

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2023

Total Previous Allocations: \$200

Total Programmed Budget: \$16,188

Total Cost (Prev. + Prog.): \$16,388

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)



Funding Source		Program						Local Match	
NHPP		State Hwy - Restoration						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	3	0	0	0	1,390	14,795	16,188	15,000	1,188
Fund Totals:	\$3	\$0	\$0	\$0	\$1,390	\$14,795	\$16,188	\$15,000	\$1,188

SH-55, Snake River Bridge, Marsing

Regionally Significant: Inflated

TIP Achievement:

Key #: 13387

Requesting Agency: ITD

Project Year: 2019-2020

Total Previous Allocations: \$18,109

Total Programmed Budget: (\$140)

Total Cost (Prev. + Prog.): \$17,969

Project Description

Replace bridge on State Highway 55 over the Snake River near the City of Marsing. (69% Canyon County and 31% Owyhee County).

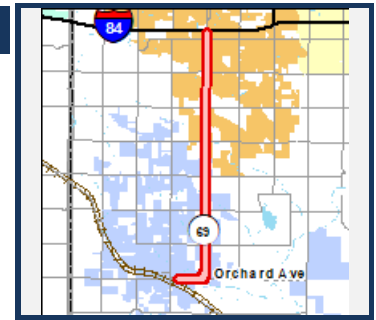


Funding Source		Program						Local Match	
HB132 and HB312		State Hwy - Bridge Restoration						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	-140	-140	0	-140
Fund Totals:	\$0	\$0	\$0	\$0	\$0	(\$140)	(\$140)	\$0	(\$140)

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

SH-69, Pavement Preservation, Kuna to Meridian

Regionally Significant: Inflated **TIP Achievement:**
Key # : 22699 Asset Management
 Requesting Agency: ITD Safety
 Project Year: 2027
 Total Previous Allocations: \$0
 Total Programmed Budget: \$2,786
 Total Cost (Prev. + Prog.): \$2,786



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	10	15	0	0	0	0	25	23	2
2027	0	0	0	0	202	2,559	2,761	2,558	203
Fund Totals:	\$10	\$15	\$0	\$0	\$202	\$2,559	\$2,786	\$2,582	\$204

Smart Trips Treasure Valley, ACHD

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23674
 Requesting Agency: ACHD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$453
 Total Cost (Prev. + Prog.): \$453



Project Description

Deploy a three-year pilot to build a resident-based transportation demand management outreach and education program to reduce drive-alone car trips and increase access to transportation options.

Funding Source		Local Participating		Program				Local Match	
				Hwy - Local Partnerships				100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	62	0	0	0	0	62	0	62
Fund Totals:	\$0	\$62	\$0	\$0	\$0	\$0	\$62	\$0	\$62

Funding Source		STBG-TMA		Program				Local Match	
				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	3	388	0	0	0	0	391	362	29
Fund Totals:	\$3	\$388	\$0	\$0	\$0	\$0	\$391	\$362	\$29

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

South 4th Avenue, Indian Creek Bridge, Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 22593

Requesting Agency: City of Caldwell

Project Year: 2021

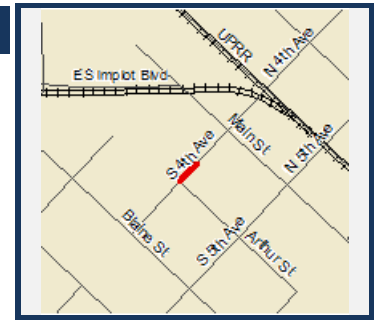
Total Previous Allocations: \$2,818

Total Programmed Budget: \$142

Total Cost (Prev. + Prog.): \$2,960

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			Off-System 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	
2022	0	0	0	0	0	142	142	132	10	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$142	\$142	\$132	\$10	

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: \$4,683

Total Programmed Budget: \$43

Total Cost (Prev. + Prog.): \$4,726

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		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	-175	0	0	218	43	0	43	
Fund Totals:	\$0	\$0	(\$175)	\$0	\$0	\$218	\$43	\$0	\$43	

SR2S, VRT, Ada County – FY2023

Regionally Significant: Inflated

Key #: 20493

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$174

Total Cost (Prev. + Prog.): \$174

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.

TIP Achievement:

Active Transportation

Safety



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	174	174	161	13
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$174	\$174	\$161	\$13

SR2S, VRT, Ada County – FY2024

Regionally Significant: Inflated

Key #: 21910

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$428

Total Cost (Prev. + Prog.): \$428

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.

TIP Achievement:

Active Transportation

Safety



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	428	428	397	31
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$428	\$428	\$397	\$31

SR2S, VRT, Ada County – FY2026

Regionally Significant: Inflated

Key #: 23834

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$236

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

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.

TIP Achievement:

Active Transportation

Safety



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	236	236	219	17
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$236	\$236	\$219	\$17

SR2S, VRT, Ada County – FY2027

Regionally Significant: Inflated

Key #: 23306

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$311

Total Cost (Prev. + Prog.): \$311

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 FY2027.

TIP Achievement:

Active Transportation

Safety



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
2027	0	0	0	0	0	81	81	75	6
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$81	\$81	\$75	\$6

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	230	230	213	17
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$230	\$230	\$213	\$17

SR2S, VRT, Canyon County – FY2022

Regionally Significant: Inflated

Key #: 22922

Requesting Agency: Valley Regional Transit

Project Year: 2023

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.

TIP Achievement:

Active Transportation

Safety



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	65	65	60	5		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5		

SR2S, VRT, Canyon County – FY2023

Regionally Significant: Inflated

Key #: 22924

Requesting Agency: Valley Regional Transit

Project Year: 2023

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 direct costs in Canyon County.

TIP Achievement:

Active Transportation

Safety



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	65	65	60	5		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5		

State Street and Collister Drive Intersection, Boise

Regionally Significant: Inflated TIP Achievement:

Key #: 13481

Requesting Agency: ACHD

Project Year: 2018

Total Previous Allocations: \$13,704

Total Programmed Budget: (\$630)

Total Cost (Prev. + Prog.): \$13,074

Project Description

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



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		
2023	0	35	0	0	15	0	50	0	50		
Fund Totals:	\$0	\$35	\$0	\$0	\$15	\$0	\$50	\$0	\$50		

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	-30	0	68	-420	-298	-680	-630	-50		
Fund Totals:	\$0	(\$30)	\$0	\$68	(\$420)	(\$298)	(\$680)	(\$630)	(\$50)		

Study (PEL and NEPA), SH-44, I-84 to Star Road, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 23630

Support

Requesting Agency: ITD

Project Year: 2023

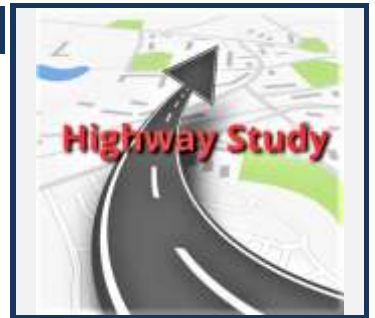
Total Previous Allocations: \$0

Total Programmed Budget: \$3,060

Total Cost (Prev. + Prog.): \$3,060

Project Description

Conduct a Planning and Environmental Linkages (PEL) and National Environmental Policy Act (NEPA) study to evaluate the environmental impacts of widening or realigning State Highway 44 between Interstate 84 and Star Road in Canyon County.



Funding Source		STBG-State			Program			State Hwy - Early Development		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	3,060	0	0	0	0	3,060	2,835	225		
Fund Totals:	\$0	\$3,060	\$0	\$0	\$0	\$0	\$3,060	\$2,835	\$225		

Study (PEL), High Capacity Transit Corridor, COMPASS

Regionally Significant: Inflated **TIP Achievement:**
Key # : 13046 Support

Requesting Agency: COMPASS
 Project Year: PD
 Total Previous Allocations: \$0
 Total Programmed Budget: \$1,000
 Total Cost (Prev. + Prog.): \$1,000



Project Description

Conduct a Planning and Environmental Linkages (PEL) study to conduct high-level environmental and technical analysis on identified public transportation alternatives for high-capacity transit service south of the Boise River to be carried forward to a future federal environmental process. Findings will be incorporated in the regional long-range transportation plan.

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	829	0	0	0	0	829	768	61
2025	0	171	0	0	0	0	171	158	13
Fund Totals:	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$927	\$73

Study, Big Data Purchase, COMPASS

Regionally Significant: Inflated **TIP Achievement:**
Key # : 22394 Support

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

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

Study, Chinden Drainage and Design Plan, Garden City

Regionally Significant: Inflated

TIP Achievement:

Key #: 23311

Support

Requesting Agency: City of Garden City

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$200

Total Cost (Prev. + Prog.): \$200

Project Description

Develop a draining plan, cross sections, project list, and public involvement for the US 20/26 (Chinden Boulevard) Redevelopment Plan from Branstetter Street to Fairview Avenue in the City of Garden City.



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			
PD	0	200	0	0	0	0	200	185	15			
Fund Totals:	\$0	\$200	\$0	\$0	\$0	\$0	\$200	\$185	\$15			

Study, Coordinate Local Waterway-Pathway Plans, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 23312

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$120

Total Cost (Prev. + Prog.): \$120

Project Description

Collaborate with local agencies in Ada and Canyon Counties to coordinate the waterway-pathway plans they have developed/are developing. Scope includes an analysis of potential connections to other pathways, implementation strategies, cost estimates, and funding options.



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			
PD	0	120	0	0	0	0	120	111	9			
Fund Totals:	\$0	\$120	\$0	\$0	\$0	\$0	\$120	\$111	\$9			

Study, Fiscal Impact Analysis, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 22395

Support

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 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		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	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, Canyon County

Regionally Significant: Inflated

TIP Achievement:

Key #: 23341

Support

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,700

Total Cost (Prev. + Prog.): \$1,700

Project Description

Corridor study on I-84 from SH-44 (Exit 25) to Centennial Way (Exit 27) in the City of Caldwell to evaluate capacity and safety improvements needed. Design, right-of-way acquisition, and construction projects may be split into separate key numbers when funding is available.



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	100	1,600	0	0	0	0	1,700	0	1,700			
Fund Totals:	\$100	\$1,600	\$0	\$0	\$0	\$0	\$1,700	\$0	\$1,700			

Study, Meridian Road Extension and Railroad Overpass, Kuna

Regionally Significant: Inflated TIP Achievement:

Key #: KUN01

Requesting Agency: City of Kuna

Project Year:

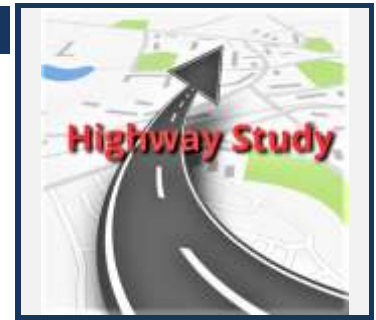
Total Previous Allocations: \$0

Total Programmed Budget: \$300

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

Project Description

Conduct a planning and environmental linkages (PEL) study for the realignment of the State Highway 69 (Meridian Road) and Kuna Road intersection and the extension and the extension of Meridian Road, including overpasses over the Union Pacific Rail and Indian Creek, in the City of Kuna. The study will explore potential of easements and right-of-way needed, consideration for pedestrian facilities in the project area, and environmental issues, and include community and stakeholder outreach.



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	300	0	0	0	0	300	0	300
Fund Totals:	\$0	\$300	\$0	\$0	\$0	\$0	\$300	\$0	\$300

Study, SH-16, SH-44 to Junction SH-52, Environmental Reevaluation

Regionally Significant: Inflated TIP Achievement:

Key #: 23175

Support

Requesting Agency: ITD

Project Year: 2023

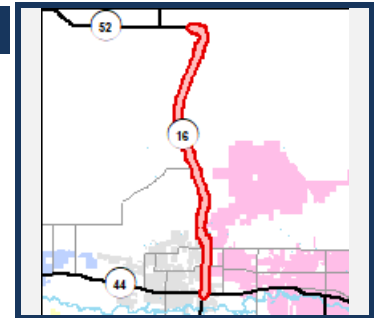
Total Previous Allocations: \$0

Total Programmed Budget: \$3,000

Total Cost (Prev. + Prog.): \$3,000

Project Description

Reevaluate the environmental assessment regarding proposed improvements to State Highway 16 from State Highway 44 in Ada County to the junction of State Highway 52 in the City of Emmett to reaffirm the Idaho Transportation Department's proposed improvements on the corridor.



Funding Source STBG-State Program State Hwy - Early Development							Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	50	2,950	0	0	0	0	3,000	2,780	220
Fund Totals:	\$50	\$2,950	\$0	\$0	\$0	\$0	\$3,000	\$2,780	\$220

Study, SH-44, Star Road to SH-44 (Eagle Road)

Regionally Significant: Inflated TIP Achievement:

Key #: 07827

Support

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$5,506

Total Programmed Budget: \$1,115

Total Cost (Prev. + Prog.): \$6,621

Project Description

Study the SH-44 corridor to recommend possible future improvements from Star Road to SH-44 (Eagle Road).



Funding Source		STBG-State					Program		Hwy - State Planning & Research		Local Match		92.66%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share					
2022	0	50	0	0	0	0	50	4	46					
2023	68	997	0	0	0	0	1,065	78	987					
Fund Totals:	\$68	\$1,047	\$0	\$0	\$0	\$0	\$1,115	\$82	\$1,033					

Study, SH-45 NEPA, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: NEW12

Support

Requesting Agency: City of Nampa

Project Year: 2024

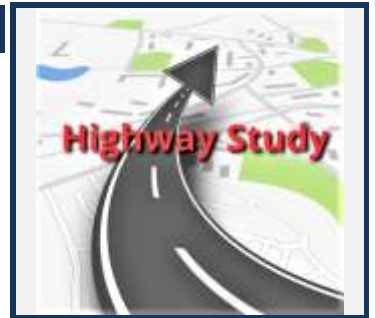
Total Previous Allocations: \$0

Total Programmed Budget: \$605

Total Cost (Prev. + Prog.): \$605

Project Description

Complete a National Environmental Policy Act (NEPA) Study to determine the preferred realignment option of State Highway 45 in the City of Nampa. This is the next step in development after the Planning and Environmental Linkages (PEL) Study. (Federal: \$0)



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	5	400	0	0	0	0	405	0	405					
2024	0	200	0	0	0	0	200	0	200					
Fund Totals:	\$5	\$600	\$0	\$0	\$0	\$0	\$605	\$0	\$605					

Study, Southern Connection to I-84 at SH-16 Interchange, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: **NAM02**

Support

Requesting Agency: City of Nampa

Project Year: 2022

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 potential 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 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	200	0	0	0	0	200	0	200
Fund Totals:	\$0	\$200	\$0	\$0	\$0	\$0	\$200	\$0	\$200

Ten Mile Road, Victory Road to Overland Road, Meridian

Regionally Significant: Inflated

TIP Achievement:

Key #: **RC0299**

Safety

Requesting Agency: ACHD

Active Transportation

Project Year: 2022-2023

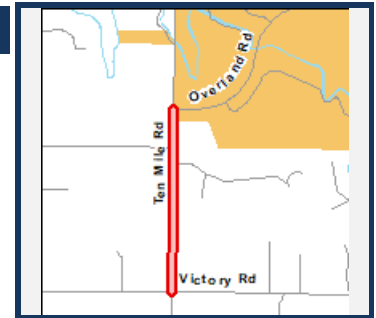
Total Previous Allocations: \$43

Total Programmed Budget: \$2,984

Total Cost (Prev. + Prog.): \$3,027

Project Description

Widen Ten Mile Road, from Victory Road to Overland Road in the City of Meridian, to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway.



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	0	0	4	0	2,830	2,834	0	2,834
2023	0	0	0	0	0	150	150	0	150
Fund Totals:	\$0	\$0	\$0	\$4	\$0	\$2,980	\$2,984	\$0	\$2,984

Transit - Above and Beyond ADA Paratransit, Nampa Area

Regionally Significant: Inflated

TIP Achievement:

Key #: 20043

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,660

Total Cost (Prev. + Prog.): \$1,660

Project Description

Provide service above and beyond Americans with Disabilities Act (ADA) requirements for paratransit in the Nampa Urbanized Area. Provides service from FY2022 through FY2026. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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	50.00%		
2022	0	280	0	0	0	0	280	140	140			
2023	0	480	0	0	0	0	480	240	240			
2024	0	300	0	0	0	0	300	150	150			
2025	0	300	0	0	0	0	300	150	150			
2026	0	300	0	0	0	0	300	150	150			
Fund Totals:	\$0	\$1,660	\$0	\$0	\$0	\$0	\$1,660	\$830	\$830			

Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19691

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,015

Total Cost (Prev. + Prog.): \$2,015

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 on current year project and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5310 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	20.00%		
2022	0	0	0	0	0	403	403	322	81			
2023	0	0	0	0	0	403	403	322	81			
2024	0	0	0	0	0	403	403	322	81			
2025	0	0	0	0	0	403	403	322	81			
2026	0	0	0	0	0	403	403	322	81			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,015	\$2,015	\$1,612	\$403			

Transit - Acquisition of Service, Canyon County, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19464c

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2021-2022

Total Previous Allocations: \$63

Total Programmed Budget: \$63

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
2022	0	0	0	0	0	63	63	50	13
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$63	\$63	\$50	\$13

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

Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19464a

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$606

Total Programmed Budget: \$2,011

Total Cost (Prev. + Prog.): \$2,617

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source FTA 5310 SU			Program Transit Capital ARP 2021				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	0	0	0	0	45	45	36	9
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$45	\$45	\$36	\$9

Funding Source FTA 5310 SU			Program Transit Capital CRRSAA 2021				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	0	0	0	0	45	45	36	9
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$45	\$45	\$36	\$9

Funding Source FTA 5310 SU			Program Transit Capital				Local Match 20.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	629	629	503	126
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	\$1,921	\$1,921	\$1,537	\$384

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

Transit - Fixed Line Service, Rural Areas, TVT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19983

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2021-2024

Total Previous Allocations: \$800

Total Programmed Budget: \$5,480

Total Cost (Prev. + Prog.): \$6,280

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		28.75%
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	800	800	570	230				
2023	0	0	0	0	0	2,340	2,340	1,667	673				
2024	0	0	0	0	0	2,340	2,340	1,667	673				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,480	\$5,480	\$3,905	\$1,576				

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		20.00%
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	2,675	2,675	2,140	535				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,675	\$2,675	\$2,140	\$535				

Transit - Nampa Facility Renovations, TVT

Regionally Significant: Inflated

Key #: 13980b

TIP Achievement:

Asset Management

Requesting Agency: Treasure Valley Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$56

Total Cost (Prev. + Prog.): \$56

Project Description

Provides critical maintenance and increase the useful life and state of good repair of the property for the Treasure Valley Transit Nampa Administrative Offices and bus storage located in the City of Nampa. These improvements are the painting of the exterior and interior of the building; the removal of carpet and installation of new commercial carpet, including furniture removal; purchase of furniture for seven office stations, lobby area, and driver lounge; storage of boxes, file cabinets, and miscellaneous furniture during the restoration; and return of furniture to the offices.



Funding Source		FTA 5311					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	0	0	0	0	56	56	45	11					
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$56	\$56	\$45	\$11					

Transit - Nampa Property Acquisition, TVT

Regionally Significant: Inflated

Key #: 20136c

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,940

Total Cost (Prev. + Prog.): \$1,940

Project Description

Property acquisition of a new facility for Treasure Valley Transit.



Funding Source		FTA 5339 R					Program		Transit Capital		Local Match		20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share					
2022	0	0	0	0	0	1,940	1,940	1,552	388					
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,940	\$1,940	\$1,552	\$388					

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 18786

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$9,174

Total Cost (Prev. + Prog.): \$9,174

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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		
2022	0	0	0	0	0	1,761	1,761	881	881		
2023	0	0	0	0	0	1,797	1,797	899	899		
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	\$9,174	\$9,174	\$4,587	\$4,587		

Transit - Operations - Mobility Management, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19041

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$7,070

Total Cost (Prev. + Prog.): \$7,070

Project Description

Provide operations for mobility management programs in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 LU		Program				Transit Operations		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	1,414	1,414	707	707		
2023	0	0	0	0	0	1,414	1,414	707	707		
2024	0	0	0	0	0	1,414	1,414	707	707		
2025	0	0	0	0	0	1,414	1,414	707	707		
2026	0	0	0	0	0	1,414	1,414	707	707		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$7,070	\$7,070	\$3,535	\$3,535		

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

Transit - Operations, Kuna Senior Center

Regionally Significant: Inflated

TIP Achievement:

Key #: 19464f

Public Transportation

Requesting Agency: Kuna Senior Center

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$96

Total Cost (Prev. + Prog.): \$96

Project Description

To supplement the operations costs for the Kuna Senior Center transportation program in the City of Kuna.



Funding Source		FTA 5310 R						Program		Transit Operations		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	48	48	24	24				
2024	0	0	0	0	0	48	48	24	24				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$96	\$96	\$48	\$48				

Transit - Preventative Maintenance, Kuna Senior Center

Regionally Significant: Inflated

TIP Achievement:

Key #: NEW03

System Performance

Requesting Agency: Kuna Senior Center

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$6

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

Project Description

For routine annual maintenance for the Kuna Senior Center transportation vehicles in the City of Kuna.



Funding Source		State						Program		Transit Capital		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	6	6	5	1				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$6	\$6	\$5	\$1				

Transit - Preventive Maintenance and Demand Response, Nampa Area, VRT

Regionally Significant: Inflated

Key #: 18914

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,736

Total Cost (Prev. + Prog.): \$2,736

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 on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Asset Management



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	
2022	0	0	0	0	0	700	700	560	140	
2023	0	0	0	0	0	565	565	452	113	
2024	0	0	0	0	0	426	426	341	85	
2025	0	0	0	0	0	437	437	350	87	
2026	0	0	0	0	0	608	608	486	122	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,736	\$2,736	\$2,189	\$547	

Transit - Preventive Maintenance and Paratransit, Boise Area, VRT

Regionally Significant: Inflated

Key #: 19137

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$16,913

Total Cost (Prev. + Prog.): \$16,913

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Asset Management



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	0	0	0	0	2,307	2,307	1,846	461	
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	3,670	3,670	2,936	734	
2026	0	0	0	0	0	3,638	3,638	2,910	728	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$16,913	\$16,913	\$13,530	\$3,383	

Transit - Purchase of Service, Rural Areas, TVT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19464b

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2021-2022

Total Previous Allocations: \$176

Total Programmed Budget: \$177

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	20.00%		
2022	0	0	0	0	0	177	177	142	35			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$177	\$177	\$142	\$35			

Transit - Purchase of Service, Rural Areas, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19464g

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$290

Total Cost (Prev. + Prog.): \$290

Project Description

Coordinate purchase of service to support trips with at least one leg in rural areas of Ada and Canyon Counties. The service includes the unincorporated areas of the counties, as well as the Cities of Parma, Wilder, Greenleaf, Notus, Melba, Kuna, and Star.



Funding Source		FTA 5310 R					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	20.00%		
2023	0	0	0	0	0	145	145	116	29			
2024	0	0	0	0	0	145	145	116	29			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$290	\$290	\$232	\$58			

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 18788

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$649

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

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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	0	0	0	0	265	265	212	53
2023	0	0	0	0	0	175	175	140	35
2024	0	0	0	0	0	83	83	66	17
2025	0	0	0	0	0	63	63	50	13
2026	0	0	0	0	0	63	63	50	13
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$649	\$649	\$519	\$130

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 19122

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$1,103

Total Programmed Budget: \$4,658

Total Cost (Prev. + Prog.): \$5,761

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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
2022	0	0	0	0	0	2,002	2,002	1,602	400
2023	0	0	0	0	0	664	664	531	133
2024	0	0	0	0	0	664	664	531	133
2025	0	0	0	0	0	664	664	531	133
2026	0	0	0	0	0	664	664	531	133
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$4,658	\$4,658	\$3,726	\$932

*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 # : 18905

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. (Obligated in FY2021 as STBG-TMA funding.)



Funding Source			Program					Local Match	
FTA 5307 LU			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	2,496	2,496	2,313	183
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,496	\$2,496	\$2,313	\$183

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated TIP Achievement:

Key # : 19763

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$3,500

Total Cost (Prev. + Prog.): \$3,500

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			Program					Local Match	
STBG-TMA			Local Hwy – CRRSAA 2021					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	2,548	2,548	2,361	187
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,548	\$2,548	\$2,361	\$187

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	952	952	882	70
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$952	\$952	\$882	\$70

*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 # : 23667

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$190

Total Cost (Prev. + Prog.): \$190

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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	190	190	176	14			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$190	\$190	\$176	\$14			

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated TIP Achievement:

Key # : 20659 Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,551

Total Cost (Prev. + Prog.): \$1,551

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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	1,551	1,551	1,437	114			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,551	\$1,551	\$1,437	\$114			

*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 #: 21903

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$3,021

Total Cost (Prev. + Prog.): \$3,021

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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	3,021	3,021	2,799	222			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,021	\$3,021	\$2,799	\$222			

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

TIP Achievement:

Key #: 22393

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,549

Total Cost (Prev. + Prog.): \$1,549

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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	1,549	1,549	1,435	114			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,549	\$1,549	\$1,435	\$114			

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

TIP Achievement:

Key #: 22815

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,580

Total Cost (Prev. + Prog.): \$1,580

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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	1,580	1,580	1,464	116			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,580	\$1,580	\$1,464	\$116			

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 18781

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$2,801

Total Cost (Prev. + Prog.): \$2,801

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			
2022	0	0	0	0	0	1,700	1,700	1,360	340			
2023	0	0	0	0	0	297	297	238	59			
2024	0	0	0	0	0	384	384	307	77			
2025	0	0	0	0	0	322	322	258	64			
2026	0	0	0	0	0	98	98	78	20			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,801	\$2,801	\$2,241	\$560			

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

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 20136e

Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2023-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,424

Total Cost (Prev. + Prog.): \$1,424

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. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



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	356	356	285	71	
2024	0	0	0	0	0	356	356	285	71	
2025	0	0	0	0	0	356	356	285	71	
2026	0	0	0	0	0	356	356	285	71	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,424	\$1,424	\$1,139	\$285	

Transit - State Street Premium Corridor, Part 1, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 23178

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,500

Total Cost (Prev. + Prog.): \$1,500

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	1,250	1,500	1,200	300	
Fund Totals:	\$0	\$250	\$0	\$0	\$0	\$1,250	\$1,500	\$1,200	\$300	

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

Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 23179

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$16,453

Total Cost (Prev. + Prog.): \$16,453

Project Description

Project will construct transit, pedestrian, and bicycle facilities along a six and one-half mile section of State Street (State Highway 44) from Bogart Lane to Downtown Boise in the Cities of Boise and Garden City. The project includes accessible bus stops, on-route charging, real-time bus arrival displays, ticketing machines, lighting, a multiuse pathway, wheelchair ramps and access, and bicycle and additional street crossings. The project will benefit vulnerable populations by improving transit speed and reliability, enhancing accessibility and safety at and near transit stops, and increasing the comfort and ease of non-motorized and transit travel.



Funding Source		Local Participating		Program				Transit Capital		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	5,882	5,882	0	5,882		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,882	\$5,882	\$0	\$5,882		

Funding Source		RAISE		Program				Hwy - Discretionary		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	10,571	10,571	10,571	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$10,571	\$10,571	\$10,571	\$0		

Transit - Support Vehicle Replacement, TVT

Regionally Significant: Inflated

TIP Achievement:

Key #: NEW9

Asset Management

Requesting Agency: Treasure Valley Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$45

Total Cost (Prev. + Prog.): \$45

Project Description

Replace one non-revenue support vehicle for Treasure Valley Transit, headquartered in the City of Nampa. Funded through the State Vehicle Instatement Program.



Funding Source		State		Program				Transit Capital		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	45	45	36	9		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$45	\$45	\$36	\$9		

Transit - Vehicle Replacement, ACHD

Regionally Significant: Inflated

TIP Achievement:

Key #: **NEW05**

Public Transportation

Requesting Agency: ACHD

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$664

Total Cost (Prev. + Prog.): \$664

Project Description

Replace 12 Ada County Highway District Commuteride vans. The vans serve a six-county area of southwest Idaho serving an average of 500 commuters annually. Routes must start, end, or pass-through Ada County.



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			
2023	0	0	0	0	0	332	332	266	66			
2024	0	0	0	0	0	332	332	266	66			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$664	\$664	\$531	\$133			

Transit - Vehicle Replacements, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: **23790**

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$2,400

Total Cost (Prev. + Prog.): \$2,400

Project Description

Replace three compressed natural gas (CNG) 25-foot cutaway buses with three 35-foot electric buses in the Boise Urbanized Area. The project is funded with a nationally competitive grant (5339 - Bus and Bus Facilities).



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			
2022	0	0	0	0	0	2,400	2,400	1,920	480			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,400	\$2,400	\$1,920	\$480			

Transit -Vehicle Replacements, TVT

Regionally Significant: Inflated

Key # : **NEW06**

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2023-2024

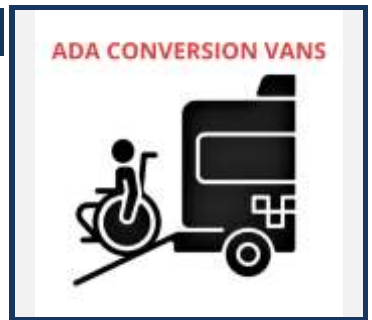
Total Previous Allocations: \$0

Total Programmed Budget: \$264

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

Project Description

Replace three Americans with Disabilities Act-compliant conversion vans used in the southwest Idaho region, including Ada and Canyon Counties.



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				
2023	0	0	0	0	0	132	132	106	26				
2024	0	0	0	0	0	132	132	106	26				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$264	\$264	\$211	\$53				

Transit, Replacement Vehicles, Boise Area, VRT

Regionally Significant: Inflated

Key # : **23970**

TIP Achievement:

Transit Asset Management

Requesting Agency: VRT/ACHD

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$20,000

Total Cost (Prev. + Prog.): \$20,000

Project Description

Procure eight electric expansion vehicles, four depot chargers, and install eight on-route chargers at Main Street Station and associated electrical infrastructure and workforce training for the transit system 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				
2023	0	0	0	0	0	20,000	20,000	17,386	2,614				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000	\$17,386	\$2,614				

US 20/26 (Chinden), I-84 to Middleton Road, Canyon County

Regionally Significant: Inflated

Key #: 22165

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$13,425

Total Programmed Budget: \$40,332

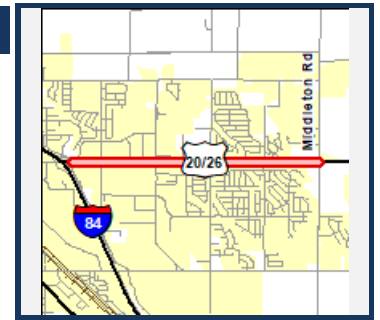
Total Cost (Prev. + Prog.): \$53,757

TIP Achievement:

Safety

Active Transportation

System Performance



Project Description

Widen US 20/26 (Chinden Boulevard) from Interstate 84 to Middleton Road to six lanes in the City of Caldwell. Work includes a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals.

Funding Source		State		Program				State Hwy - System Support		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	500	0	500	0	500		
2024	0	0	0	312	728	7,387	8,427	0	8,427		
Fund Totals:	\$0	\$0	\$0	\$312	\$1,228	\$7,387	\$8,927	\$0	\$8,927		

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	0	0	0	207	207	0	207		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$207	\$207	\$0	\$207		

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	0	0	0	0	0	31,198	31,198	0	31,198		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$31,198	\$31,198	\$0	\$31,198		

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

US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle

Regionally Significant: Inflated TIP Achievement:

Key #: 20594

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$3,958

Total Programmed Budget: \$3,730

Total Cost (Prev. + Prog.): \$7,688

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					Local Match	
HB132 and HB312			State Hwy - Safety & Capacity (Capacity)					10000.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	1,000	0	0	0	1,000	-99,000	100,000
2024	0	0	2,700	0	0	0	2,700	-267,300	270,000
Fund Totals:	\$0	\$0	\$3,700	\$0	\$0	\$0	\$3,700	(\$366,300)	\$370,000

Funding Source			Program					Local Match	
Private Developer			External to ITD Financials					10000.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	30	0	0	0	0	0	30	-2,970	3,000
Fund Totals:	\$30	\$0	\$0	\$0	\$0	\$0	\$30	(\$2,970)	\$3,000

US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County

Regionally Significant: Inflated TIP Achievement:

Key #: 19944

Requesting Agency: ITD

Project Year: 2020

Total Previous Allocations: \$18,253

Total Programmed Budget: \$11,683

Total Cost (Prev. + Prog.): \$29,936

Project Description

Widen US 20/26 (Chinden Boulevard) between Locust Grove Road and State Highway 55 (Eagle Road) in the Cities of Boise, Eagle, and Meridian.



Funding Source			Program					Local Match	
TECM			State Highway - Safety						
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	381	0	0	0	381	381	0
Fund Totals:	\$0	\$0	\$381	\$0	\$0	\$0	\$381	\$381	\$0

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
2020	0	0	0	0	1,103	10,175	11,278	0	11,278
2024	0	0	624	0	0	-600	24	0	24
Fund Totals:	\$0	\$0	\$624	\$0	\$1,103	\$9,575	\$11,302	\$0	\$11,302

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

US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County

Regionally Significant: Inflated

Key #: 20367

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$4,080

Total Programmed Budget: \$11,757

Total Cost (Prev. + Prog.): \$15,837

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		Local Participating		Program				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	837	837	0	837
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$837	\$837	\$0	\$837

Funding Source		HB132 and HB312		Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	150	14	100	0	0	0	264	0	264
2023	107	0	332	0	974	9,238	10,651	0	10,651
Fund Totals:	\$257	\$14	\$432	\$0	\$974	\$9,238	\$10,915	\$0	\$10,915

Funding Source		Private Developer		Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	5	0	0	0	0	0	5	0	5
Fund Totals:	\$5	\$0	\$0	\$0	\$0	\$0	\$5	\$0	\$5

US 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian

Regionally Significant: Inflated

Key #: 20227

Requesting Agency: ITD

Project Year: 2023

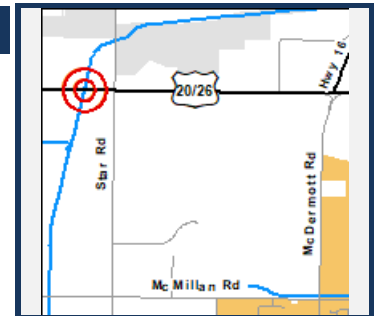
Total Previous Allocations: \$865

Total Programmed Budget: \$3,979

Total Cost (Prev. + Prog.): \$4,844

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		HB132 and HB312		Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	-84	-155	0	0	0	0	-239	0	-239
2023	0	0	0	0	246	3,972	4,218	0	4,218
Fund Totals:	(\$84)	(\$155)	\$0	\$0	\$246	\$3,972	\$3,979	\$0	\$3,979

US 20/26 and SH-44, Mill and Inlay, Ada County

Regionally Significant: Inflated **TIP Achievement:**
Key # : 20536 Asset Management

Requesting Agency: ITD
 Project Year: 2026
 Total Previous Allocations: \$75
 Total Programmed Budget: \$16,984
 Total Cost (Prev. + Prog.): \$17,059



Project Description

Mill and inlay segments of roadway in Ada County. Segments include: US 20 (Broadway Avenue), East Park Boulevard to the Broadway Avenue Interchange; US 20/20 (Chinden Boulevard), Discovery Way to just west of Joplin Road; and State Highway 44, Gary Lane to the Glenwood Street and Chinden Avenue intersection.

Funding Source		Program						Local Match	
NHPP		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	55	0	0	0	0	0	55	51	4
2023	0	0	0	0	1,407	15,522	16,929	15,686	1,243
Fund Totals:	\$55	\$0	\$0	\$0	\$1,407	\$15,522	\$16,984	\$15,737	\$1,247

US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties

Regionally Significant: Inflated **TIP Achievement:**
Key # : 22677 Asset Management

Requesting Agency: ITD
 Project Year: 2026
 Total Previous Allocations: \$1
 Total Programmed Budget: \$1,719
 Total Cost (Prev. + Prog.): \$1,720



Project Description

Provide surface treatments on US 20/26 and State Highway 44 in Ada County to improve ride quality and extend the pavement lifespan. Segments include 194 lane-miles at the following locations: US 20 (Front Street and Myrtle Street), 15th Street to Avenue A; US 20, near the Interstate 84 ramp in the City of Caldwell to the I-184 interchange in the City of Boise; State Highway 44, State Highway 16 to west of Glenwood Street; State Highway 44, west of Glenwood Street to Gary Lane.

Funding Source		Program						Local Match	
State		State Hwy - Pavement Preservation						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	138	1,581	1,719	0	1,719
Fund Totals:	\$0	\$0	\$0	\$0	\$138	\$1,581	\$1,719	\$0	\$1,719

*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

System Performance

Requesting Agency: ITD

Project Year: 2024

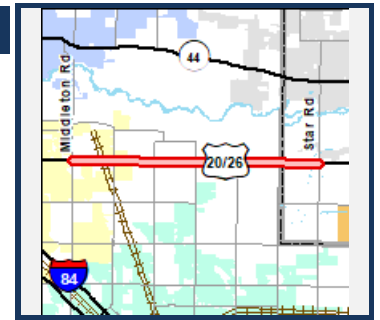
Total Previous Allocations: \$0

Total Programmed Budget: \$52,634

Total Cost (Prev. + Prog.): \$52,634

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). Intersection improvements will include signalization at the mile. Construction will be broken out as funding is determined.



Cost Year*	TECM		Program				Total	Local Match 100.00%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2022	250	6,774	0	0	0	0	7,024	0	7,024
2023	0	3,946	23,364	200	0	0	27,510	0	27,510
2024	0	0	18,100	0	0	0	18,100	0	18,100
Fund Totals:	\$250	\$10,720	\$41,464	\$200	\$0	\$0	\$52,634	\$0	\$52,634

US-95, Parma North City Limit to I-84, Canyon and Payette Counties

Regionally Significant:

Inflated

TIP Achievement:

Key #: 23167

Asset Management

Requesting Agency: ITD

Project Year: 2028

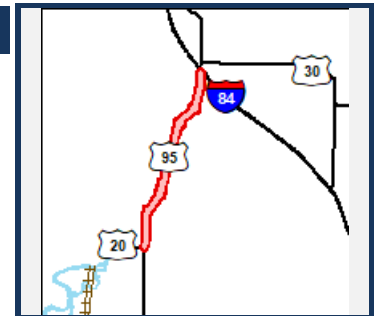
Total Previous Allocations: \$0

Total Programmed Budget: \$8,113

Total Cost (Prev. + Prog.): \$8,113

Project Description

Resurface the pavement on US Highway 95 from just south of the junction with US Highway 20 near the City of Parma to just south of the junction with I-84 in Payette County. (47% Canyon County and 53% Payette County)

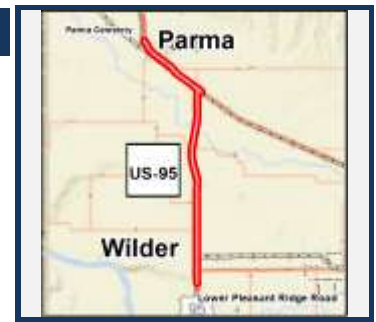


Cost Year*	NHPP		Program				Total	Local Match 7.34%	
	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
2022	10	100	0	0	0	0	110	102	8
2024	529	0	0	0	0	0	529	490	39
2028	0	0	0	0	572	6,902	7,474	6,925	549
Fund Totals:	\$539	\$100	\$0	\$0	\$572	\$6,902	\$8,113	\$7,518	\$595

US-95, Pavement Preservation, Canyon County

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23162 Asset Management

Requesting Agency: ITD
 Project Year: 2027
 Total Previous Allocations: \$0
 Total Programmed Budget: \$1,266
 Total Cost (Prev. + Prog.): \$1,266



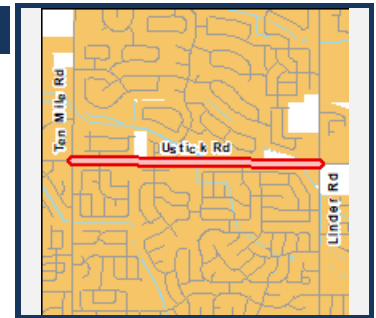
Project Description

Sealcoat the pavement surface on US Highway 95 from Lower Pleasant Ridge Road south of the City of Wilder to just north of the cemetery in the City of Parma. The treatment will improve ride quality and extend the pavement lifespan.

Funding Source		NHPP Program						State Hwy - Pavement Preservation		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	0	50	0	0	0	0	50	46	4		
2024	34	0	0	0	0	0	34	32	2		
2027	0	0	0	0	36	1,146	1,182	1,095	87		
Fund Totals:	\$34	\$50	\$0	\$0	\$36	\$1,146	\$1,266	\$1,173	\$93		

Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant: Inflated **TIP Achievement:**
Key # : RD207-24 Safety
 Requesting Agency: ACHD Active Transportation
 Project Year: 2025 System Performance
 Total Previous Allocations: \$0
 Total Programmed Budget: \$3,617
 Total Cost (Prev. + Prog.): \$3,617



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.

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	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	\$292	\$140	\$0	\$0	\$3,185	\$3,617	\$0	\$3,617		

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

Western Heritage Byway, Swan Falls Road, ACHD

Regionally Significant: Inflated

TIP Achievement:

Key #: 22600

Open Space

Requesting Agency: ACHD

Active Transportation

Project Year: 2024-2025

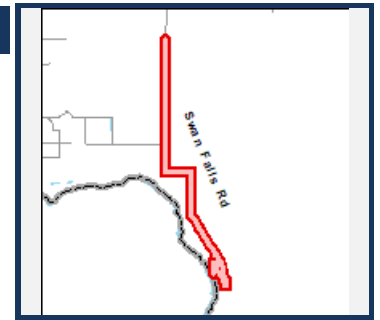
Total Previous Allocations: \$200

Total Programmed Budget: \$5,142

Total Cost (Prev. + Prog.): \$5,342

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.



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	226	0	0	0	0	226	209	17	
2023	0	146	0	0	0	0	146	135	11	
2024	0	206	0	0	0	3,620	3,826	3,545	281	
2025	0	0	0	0	539	405	944	875	69	
Fund Totals:	\$0	\$578	\$0	\$0	\$539	\$4,025	\$5,142	\$4,765	\$377	

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

APPENDIX F: PUBLIC COMMENTS

Provides verbatim comments received on the project list, as well as any amendments that require a public comment period.

Summary of Public Comments

The disposition of individual comments is with the verbatim comments in this section. 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 also forwarded to appropriate agencies.

A public comment period was held concurrently for an amendment to Communities in Motion 2040 2.0 (CIM 2040 2.0), an amendment to the FY2022-2028 Regional Transportation Improvement Program (TIP) and the Draft FY2023-2029 Regional Transportation Improvement Program (TIP) **August 15 – September 13, 2022**. COMPASS received 28 comments related to the draft FY2023-2029 TIP and 10 to the air quality conformity demonstration.

No changes were made to the FY2023-2029 TIP project list, or the air quality conformity demonstration based on comments received; however, one comment triggered further review of public transit funding by Valley Regional Transit which could result in a future modification of funding for Treasure Valley Transit's operations funding.

A public comment period was held **October 25 through November 8, 2022**, for both Communities in Motion and the TIP: add an environmental study for the realignment of State Highway 45 in the City of Nampa, add an interchange modification report to investigate a future southern connection at the Interstate 84 and future State Highway 16 interchange, and add/extend the scope of the Canyon Street Pathway project in the City of Nampa. For the TIP only: add a railroad crossing improvement project on South Cole Road in Ada County, a roadway widening project on Franklin Road in the City of Nampa, and a project to remove a railroad crossing at Deb Lane near the City of Parma. COMPASS received 14 comments. No changes were made based on public comments.

Public Comments Received (Verbatim)

Draft FY2023–2029 Regional Transportation Improvement Program Proposed changes to the regional long-range transportation plan, *Communities in Motion 2040 2.0*, and Air Quality Conformity Demonstration for Northern Ada County

Public Comment Period: August 15 – September 13, 2022

Total number of individuals submitting comments: 30

Email: 11 Online Comment Form: 20 Hard Copy Comment Form: 3 Letter: 2

(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. In addition, some individuals submitted comments in multiple formats; therefore, the number of comments received by format, above, is greater than the total number of individuals.)

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 projects in the DRAFT FY2023-2029 Regional Transportation Improvement Program (TIP)			
Project ORN23731 (roundabout at Karcher & Northside) may be problematic as traffic volumes are too heavy. Improved signalized intersection with better signal timing would be mor functional.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.	Patricia Matthews 83646	Online Comment Form
Please plan to widen Eagle Rd from Fairview to State or hwy 44 from 5 to 7 lanes and include high walls for sound at subdivisions. This is one of the most heavily traveled road in Idaho and needs to be improved for traffic flow.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Linda Coughlin 83713	Online Comment Form
Lake Hazel widening from Cole to Orchard has been left out, but should be included. I think delaying all the Lake Hazel Road widenings and the Orchard realignment is the wrong thing to do. All of the development is happening in SW Ada County. Those living between Cloverdale and Orchard really only have two ways to access I-84 East – Victory Rd. or Lake Hazel to Orchard (or going the rural route on Hollylin, but that road isn’t designed for high volumes). Victory is not 5 lanes until almost to Cole Rd. Lake Hazel doesn’t have 5 lanes at all. Both of these corridors need to be opened up ASAP with all the construction happening on Lake Hazel west and south of Lake Hazel. Those projects should be done east to west, so that bottlenecks are not created further west – first the Orchard realignment, and then working on Lake Hazel from east to west. They need to be sooner than PD, and the Orchard realignment needs to be kept in 2024. Thank you.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.	Marian L Herz 83709 Board Member of South Cole Neighborhood Association	Online Comment Form, Email

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>	<p align="center">Format</p>
<p>I make this comment from the perspective of a retired Professional Engineer. I moved to Idaho from a growing metro area (not CA) and have observed first hand some things that worked and those that did not. My comments concern Eagle Road from I-84 to Hwy 44 in Eagle. This portion of Eagle road should have been built as a limited access highway, freeway. Too late for that now but there is something that should be considered. Grade seperated intersections at major street crossings. This would eliminate stoplights for thru traffic on both Eagle and the cross street. Consider these for Franklin, Fairview, Chinden and Ustick.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Ada County Highway District.</p>	<p>John Olden PE, Retired</p>	<p>Email</p>
<p>Why aren't there Permanent Automated Counters on the Greenbelt in the Garden City portion?,+ See, "Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS 23313 2026 \$8"</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and City of Garden City.</p> <p>The automated counter that is budgeted for "Boise" refers to the "Boise Urbanized Area," which includes the City of Garden City. The specific location for this future counter within the Boise Urbanized Area has not been selected and will be recommended by COMPASS' Active Transportation Workgroup based on qualities such as safety concerns, geographic feasibility, facility condition, and more. Two of COMPASS' 16 current permanent bicycle/pedestrian counters are located in Garden City -- near the Greenbelt near Glenwood Bridge and at the border of the City of Eagle and Garden City. A map of counter locations can be found on the COMPASS website: www.compassidaho.org/documents/prodserv/CIM2040_20/bikeped/COMPASSPermanentCounterLocations.pdf.</p>	<p>83714</p>	<p>Online Comment Form</p>
<p>Key# 23188 I-84 interchange SH44 This interchange can be combined with I-84 to SH20 west to Parma. Exits 26 & 25. Please just straighten SH20 to meet SH44 by extending SH44 through Farmway Rd and Wagner Rd and install one single stoplight interchange. People can then exit I84 and head west to Parma or East to Middleton, and we've eliminated the cost of two interchanges that are too old, too small, and already don't work. It's a no-brainer. Please fast track widening SH44 from I84 to SH16. Star and Middleton can't take any more traffic with only a 2 lane road. It's ridiculous. You're also behind widening SH20 (Chinden) from SH16 to I84. I wouldn't spend anything on extending SH16 to I84 until those are completed.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Greg Priest 83644</p>	<p>Online Comment Form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>I strongly support the round-about construction shown in your plans for the Centennial and Simplot Blvd intersection in Caldwell.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Caldwell.</p>	<p>83644</p>	<p>Online Comment Form</p>
<p>I understand the need to improve bridges and roads in Ada and Canyon counties. However, I am very disappointed and frustrated to see the vast percentage of my tax dollars going to expand the road network rather than addressing the primary issue (too many cars on the road with little to no discussion of light rail or other mass transit options). Building more roads or widening existing roads only solves safety and congestion problems in the short-term. After 2029, will we continue with the status quo of expanding our current transportation infrastructure or think about new ways to move people across the Treasure Valley. Ways that cause less environmental harm and are more cost-effective.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83702</p>	<p>Online Comment Form</p>
<p>Limit low-rise development – Million dollar condos that increase density are not culturally a fit for Harris Ranch nor Boise. Add a light at exec estates and Warm Springs. Build two-story low-income housing – not luxury condos.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Boise.</p>	<p>NA</p>	<p>Hard Copy Comment Form</p>
<p>I would like to see lite rail or commuter rail prioritized for funding, planning, construction, and prioritization as a corridor need for massive improvements to the transportation network between Caldwell and Boise with all communities in between benefitting. It would also coincide well with bringing Amtrak back through Boise linking Boise and adjacent communities to Seattle, Portland, Denver, Salt Lake City, and the remaining network of national cities on existing Amtrak service. Finally, I want to state that our Idaho legislature could make local taxing authority available to local voters, thereby bringing government control back to local citizens. This, to me, is what conservative values are about. Allowing local citizens to control what impacts their lives most directly through local control as opposed to being held hostage by larger government entities. Such measures would allow a modest local sales tax option to drastically improve economic activity by connecting communities through a low fare commuter rail service while relieving traffic congestion on the I-84 corridor, establishing a multiplier in economic activity through massive population growth.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83702</p>	<p>Online Comment Form</p>
<p>I think that this is great 👍 there's more genuine transparency than in the past and it's a lot more conducive to the alternative transportation crowd and as a bus rider who doesn't drive I like that</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Ian James Bott 83702</p>	<p>Online Comment Form</p>
<p>My only comment is that the widening projects on State Street include "pullouts" for the busses to use when loading or unloading passengers.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, Valley Regional transit, and the City of Boise.</p>	<p>Mac McOmber</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">Name, Zip Code, Affiliation</p>	<p align="center">Format</p>
<p>For many years Nampa has sealed coated the many roads with tar and gravel. They do it every year and never really fix the underlying bumps and uneven pavement underneath. I would like to see them tear up the roads and completely replace them with fresh blacktop. Especially Midland Blvd. The state has done that on 12th ave all the way South to the city limits. There are several othe roads in the same condition as Midland.</p> <p>***</p> <p>We live in the Islands Complex and this is in the city limits of Nampa. Our streets though out our complex are getting bad. Especially in the main entrance by the park with the little pond. Big chuck holes develop every year. All they do is put temporary patches on them. Our street Caymen Ct has many cracks on it. They have sealed the cracks with tar three years ago. I think many of these roads could use a recoating of asphalt.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p>	<p align="center">Jim Quick</p>	<p align="center">Email</p>
<p>I am very happy to see that the "Garden Street Multi-Use Pathway, Cassia Park to Albion Street" is listed on the TIP. People who live on the Bench have been requesting this project for many decades. This pathway will provide a continuous connection from the Bench to the Greenbelt for pedestrians and bicyclists. I appreciate the "Pathway, Rail with Trail, in Meridian" from Linder to Meridian Road. I would like to see this pathway continue along that rail corridor. I fully support the "Study, Chinden Drainage and Design Plan in Garden City". It is my hope that there will be sidewalks and protected bicycle lanes built along Chinden as a result of this study. These pedestrian and bicycle facilities will provide connectivity from the Bench to the Greenbelt and to businesses and neighborhoods located along and in the area of Chinden Boulevard. I support the "Study, Coordinate Local Waterway-Pathway Plans, COMPASS". Many of the cities in Ada and Canyon County have been working with irrigation districts to build pathways along canals. These pathways need to be established throughout Ada/Canyon County. These pathways will provide safe connectivity to neighborhoods, businesses, schools, etc. I fully support all of the Valley Regional Transit projects. Especially the VRT projects in Canyon County. I support the "Access to Opportunity" projects. I realize that the Requesting Agency is ACHD and that Chinden Boulevard is ITD property, but I am extremely disappointed to see that Chinden in Garden City isn't list on the TIP. The pedestrian/bicycle facilities and crossings on Chinden are subpar and need to be GREATLY improved. It is my hope that after the "Study, Chinden Drainage and Design Plan" are completed, there will be safe and appropriate pedestrian/bicycle facilities designed and built on Chinden.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Garden City, the City of Meridian, Valley Regional Transit, Ada County Highway District, and the Idaho Transportation Department.</p>	<p align="center">83703</p>	<p align="center">Online Comment Form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>By pass around Star and Middleton with Hwy 44. Not an option, has to happen. It will happen now or in the future. Do it now! It will cost twice + as much in 10, 15, 20 years, plus the traffic backup and congestion at the traffic lights will not improve the flow of traffic with multiple stop n' go. Thank you for your consideration.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the City of Middleton, and the City of Star.</p>	<p>83669</p>	<p>Email</p>
<p>Franklin Rd, Black Cat to McDermott, again, this is a project associated with Hyw 16 connections. There have been no monies received by ACHD to do any of this. Where's the concern from Compass? This oproject should NOT go forward without those funds.</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>The Franklin Road project referenced is funded with local funding (Key Number 102497). COMPASS has not received a funding application for any of COMPASS' funding programs from ACHD for this project.</p>	<p>83642</p>	<p>Online Comment Form</p>
<p>Support more sidewalks in Boise & Garden City. Need more places to cross on Chinden. See people running across by JD's Car Cleaning & the Nursery. Support the bike counter to help collect better data Yes to all the projects to increase the number of vans for Commuter Ride in Boise and Nampa & increase marketing. Yes to security cameras. Yes to more sidewalks & bike lanes on Fairview, Locust Grove. Yes to sidewalks on the Five Mile Overpass, please make wider, it is scary to ride there.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Garden City, the City of Meridian, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>Caile Spear 83706</p>	<p>Online Comment Form</p>
<p>You only have a few years left to utilize the last remaining un-developed transportation corridor in the valley - the existing train line. Developing this space into twin tracks, with stations for parking and stops all along the line - from Caldwell to Mountain home. It passes through all of the employee-rich enclaves; Walmart, Downtown Nampa, Lukes, Alphonsus Garrity, Amalgamated Sugar, the Ford Center, Amazon, Town Square Mall, Alphonsus Curtis, the Depot (with downtown shuttles every 15 minutes to city center and Lukes), and on to Micron (with 17,000 new jobs). Light rail is the only way to solve the issue of getting people moved efficiently through a city that never planned for growth like this. If it's not planned for now, we will loose the chance forever. Please visit ANY similar to small sized city in Europe, Japan, of SE Asia and see just how simple, clean, and efficient mass transit can be.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Nampa, the City of Meridian, and Valley Regional Transit.</p>	<p>Robert J Hart 83703</p>	<p>Online Comment Form</p>
<p>As the climate changes, the south will see 115°F for over 30 days.the northwestern states will see population growth of over 50%. Boise alone will have over 800,000 people, mostly retired! Why? The VA and good local medical! Kuna will be over 500,000 people as will as Meridian. The development of wider 5 lane major streets is a must - starting right now. Cloverdale is already crowded and must be made into a 5 lane. Lake Hazel is a desaster in the making. It must be a 5 lane by 2024. All the way east and west.The county school board , fire departments and police coverage is already way behind for all of the</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Kuna, the City of Meridian, the City of Boise, and Ada County Highway District.</p>	<p>Lane B Lester</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">Name, Zip Code, Affiliation</p>	<p align="center">Format</p>
<p>southern Boise area. There must be more thinking out of the box and have facilities ready for the next 40,000 to 60, 000 new residents and children. A new southern Boise HS is already 5 years behind with all of the new homes! The current JH and grade schools are at max now! A 50-year plan for underground pneumatic materials transport must be given more thought. The freeway and main side streets are at near max now. What will it be like in 50 years? South Side Mefical hospitals must be perposed and built to facilitate the treatment of the 50,000 or more new south side retired families. In 50 years there will not be any land between South Boise , Kuna and South Meridian. Land must be perchased in the next 5 years for new grade schools, JH. , HS , police and fire offices. Or the greedy land developers will have it all tied up! Because of the traffic on Victory - the west part of it needs to be turned into a 5 lane to Nampa. Amity east needs and overpass built over the water canal to Cole, this will help release the congestion on the poorly designed east Victory</p>			
<p>We've been told that there will be a re-alignment of Duncan and Ulmer Ln on State Street + traffic light. In addition to Boise City making State Street a major public transportation corridor by building multiple apartments up and down state street, we are now seeing Foothills Church as a host to private school during the weekdays. The Duncan intersection and Ulmer intersection are getting more and more use with no attention from ITD. I see no plan in this proposal for such a project. Why?</p> <p>See Master Street Map attached at end of document (page 24)***</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>According to ITD and ACHD: ACHD and Boise City are requiring the property on the north side of State Highway 44 and Ulmer to realign Duncan Lane to create a 4-leg intersection at Ulmer associated with a development application. See Master Street Map attached. The developer is also required to signalize the 4-leg intersection, with financial participation from ACHD and ITD. Timing of the improvements is dependent on the developer's plan for the project.</p>	<p>Suzanne Webster</p>	<p>Email</p>
<p>The Draft TIP includes plans to add an extra "free running" right turn lane on Karcher Road between the Freeway and Middleton Road. Such an expansion will likely be very expensive and probably won't help traffic very much. I think a complete redesign of the freeway interchange and surrounding intersections needs to be considered. There are too many bottlenecks around that interchange. There are five traffic lights along Karcher/Midland in less than 1 mile. (N Cassia St, Nampa-Caldwell Blvd, Freeway ramps, Karcher Bypass/Freeway ramps, and N Marketplace Blvd) It is very common for traffic at one light to back up past the previous light. It is also very common for traffic exiting the East-bound freeway to head South and then force their way across the lanes of traffic to make a left turn onto the Nampa-Caldwell Blvd</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p>	<p>83607</p>	<p>Online Comment Form</p>

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(East-bound). Adding another South-bound lane on Karcher will only make that problem worse by adding more lanes for the traffic to cross. In fact, a lot of back-up happen because South-bound drivers who want to turn left (East-bound) onto the Nampa-Caldwell Blvd wait in line because they can't reach the entrance to the left-turn lanes, which are frequently not full. Those left turn lanes need to be lengthened so that more cars can turn into them before getting stuck behind the through traffic. Any plans for the Karcher interchange that don't reduce the number of traffic lights or find better paths to avoid competing traffic will only be a patch that will need to be replaced as soon as it's finished.			
East Ada County has only 2 projects listed. The Mores Creek bridge on Hwy 21 (MM 17.1) has already been repaired. It is time for it to be replaced before there is a catastrophic failure. With the population growth in the Harris Ranch area, the junction of Warm Springs and Hwy. 21 needs to be addressed. With Micron building a facility, the Hwy. 21 bridge over the Boise River within the Boise city limits needs to be widened to 4 lanes with bicycle/pedestrian pathways on both sides of the roadway. Improve existing bicycle/pedestrian pathway North and East along Hwy. 21 and the Boise River, and extend from Sandy Point to Hilltop.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, and the Idaho Transportation Department.	83631	Online Comment Form
The projects that improve bike and pedestrian infrastructure is a welcome addition to Boise. Boise really needs better streets that protect allow pedestrians to have the right of way when the street is a minor road. https://www.youtube.com/watch?v=_ByEBjf9ktY	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, and Ada County Highway District.	Cameron Wright 83709	Online Comment Form
Re SH-69, project 22699, Kuna to Meridian scheduled for 2024. As a frequent traveler on this road, right turn lanes needed to be added at Lake Hazel and Hubbard Roads. Many currently use the shoulder for a right turn lane, causing those in the right lane as it is now configured to have potential accidents at these intersections.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, the City of Meridian, and the Idaho Transportation Department.	Harold Klein 83709	Online Comment Form
Treasure Valley Tdemand response service in the Nampa Area for FY23 shows funding at \$240,000 for the federal share. FY24-27 shows funding at a significant decrease at \$150,000 per year. VRT staff noted that this was a baseline amount that would be amended annually. The baseline for FY24-27 should be a minimum of the \$240,000 which will bransit, Inc. Key# 20043 for 5307 Small Urban e fully expended in FY23. TVT's concern is that this is not an accurate reflection of the 5307 SU allocations moving forward into FY24-27 and that TVT could potentially see a decrease in funding needed to continue to serve the Nampa area. This has been addressed with the VRT staff and is now being made part of this public comment. **** Treasure Valley Transit, Inc. would like to make public comment on the project listed under Transit – Above and Beyond the ADA Paratransit,	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. COMPASS staff will confer with Valley Regional Transit staff regarding these concerns.	Terri Lindenberg 83651	Online Comment Form/Email

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<p>Nampa Area, Key# 20043 FY23-27 Programmed Cost \$1,680. On page 78 of 98 funding source FTA 5307 SU, Transit Operations the funding allocations are separated into 5 one year allocations. FY23 shows Federal Share at \$240,000 for a total program cost of \$480,000. FY24-27 show a decreased amount of the Federal Share to be reduced to \$150,000 annually and program total at \$300,000. VRT staff noted that this was a baseline amount and could be amended annually. TVT would like to state that the baseline amount should be a minimum of the FY23 amount of \$240,000 for FY24-27. TVT believes that this is not an accurate reflection of our current services moving forward and wants this noted in the public comment. In addition, on page 4 of the Major Change List under Public Transportation, New FTA 5307 Key# 20043, Added FY27 shows the total programmed cost at \$300,000 and should reflect the minimum \$480,000 as noted above.</p>			
<p>Key # : 23437 This project is not properly researched or funded. ITD used money to design the project. At the first open house an engineer with ITD when asked why this wasn't being designed for high capacity (SPUI), he said cost and that they were worried about merging. Fact that out of 5 interchanges between Garrity and 10th only one was design for high capacity and that Garrity is a joke and needs more updates and Karcher is going on the 4th update is proof of the improper funding and design. The engineers that don't live out here are worrying about merging when all we gain is 1 second or 100ft with their design. Their design also does not reflect any growth. At 5 pm yesterday both lanes going to the interchange were filled. There is only room for 5 cars in a turn lane to enter that proposed east bound onramp or it will block an intersection at E Freeport. This interchange will turn out to be just like Karcher which has always been a joke based on poor research and when it happens here ITD will throw us under the bus and constantly do upgrades. A SPUI design will allow for more lanes to be used as part of the on ramp plus a flying right turn. This should be turned into a SPUI but ITD will refuse because they dont want to spend the money on Canyon County Projects, and the mayor of Caldwell should be ashamed to accept this poor design in an effort to get any funding show he lacks the leadership to hold his office.</p> <p>****</p> <p>The design of 10th street off ramp is short sighted and based on lower end of projections. The 5 design is no different then the poor design at Karcher that has need more than 3 updates in less than 30 years. Flip these projects and do the proper resend and design for later not shorter at 10 ave.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, and the Idaho Transportation Department.</p>	<p>Craig Allison 83607</p>	<p>Online Comment Form, Hard Copy Comment Form, Letter</p>

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<p>**** See attached letter at end of document (page 20-23)</p>			
<p>Hi! I went to the library and saw a flier about feedback. Apparently today is the last day? Well, I wanted to let you know that I don't want any more roundabouts, especially two-lane ones. They're way too confusing, I had an accident on one because of that confusion, and I've tried to avoid them ever since, but they keep popping up everywhere on my routes (I go out of my way now to get to my destination just so I don't have to use them) and guess what? They're still confusing. I had a cop tell me that the intersection where my accident was has had at least one every day since they put in the two lanes and he, bless his soul, spent the next 30 minutes explaining it to me. I never did really understand and eventually I just had to let the guy go back to his job. I get that people think they're safer, I don't care. How safe is it when people are getting confused? Someone said we'd get used to them, and I thought I had, but... you know... the dent and smashed-in light in my car says otherwise. Oh, and I think it's great that you all reach out, but the reading material you had there on the library table wasn't really helpful in understanding what's going on. People just don't want to take the time to figure it out so if it's not plain, we won't read it. I tried and decided the value was in letting you know how I feel about two-lane roundabouts. Your other projects? I have no idea what's going on. But please... no more two-lane roundabouts. So, I've said my piece. I doubt you'll really listen, but at least I commented. 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">Kat</p>	<p align="center">Email</p>
<p>See letter attached at the end of the document (page 19)***</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ralph Mellin</p>	<p align="center">Letter</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 align="center">Comments on changes to <i>Communities in Motion 2040 2.0</i></p>			
<p>I think delaying all the Lake Hazel Road widenings and the Orchard realignment is the wrong thing to do. All of the development is happening in SW Ada County. Those living between Cloverdale and Orchard really only have two ways to access I-84 East – Victory Rd. or Lake Hazel to Orchard (or going the rural route on Hollylin, but that road isn't designed for high volumes). Victory is not 5 lanes until almost to Cole Rd. Lake Hazel doesn't have 5 lanes at all. Both of these corridors need to be opened up ASAP with all the construction happening on Lake Hazel west, and south of Lake Hazel. Those projects should be done east to west, so that bottlenecks are not created further west – first the Orchard realignment, and then working on Lake Hazel from east to west. They need to be sooner than PD, and the Orchard realignment needs to be kept in 2024. Thank you.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p>	<p>Marian L Herz Board Member of South Cole Neighborhood Association 83709</p>	<p>Online Comment Form</p>
<p>I support these amendments and would like to see additional plans for public transportation routes, especially in rural areas such as Middleton.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Middleton, and Valley Regional Transit.</p>	<p>83644</p>	<p>Online Comment Form</p>
<p>I would like to see a greater percentage of our tax dollars used to fund a 21st century mass transit system. Stop widening roads!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83702</p>	<p>Online Comment Form</p>
<p>The Greenbelt has become a dangerous bike highway. People do not use bike lanes on park center/warm springs, they default to the greenbelt in high capacity to overtapped. We need ...of greenbelt or walkers @7-8 AM will be a thing of the past. Need more bike lanes on roads!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, Ada County, and Ada County Highway District.</p>	<p>NA</p>	<p>Hard Copy Comment Form</p>

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<p>I wholly endorse the amended pathway improvements as proposed and endorse additional pathway connectivity for all segments of the greenbelt system, rails-to-trails opportunities, and bike/ped infrastructure enhancements that make active transportation as accessible to all, and in particular underserved, portions of the community to include ADA accessibility. I'd also love to see additional proposed facility improvements for first and last mile connectivity to existing, enhanced, and future planned transit to include lite rail. This in addition to the continued improvement of road widening where necessary to reduce congestion on the complete transportation network.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Meridian, and Ada County Highway District.</p>	<p align="center">83702</p>	<p align="center">Online Comment Form</p>
<p>I feel like walkability is still an issue that needs addressed for non drivers to be safe in the treasure Valley it's hard to walk anywhere without your life at risk and safety and it's frustrating 😞</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ian James Bott 83702</p>	<p align="center">Online Comment Form</p>
<p>I support the addition of the various multi-use pathways listed on the amendment.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">83703</p>	<p align="center">Online Comment Form</p>
<p>Insist that the funding approved for the connections to Hwy 16 be released to ACHD immediately. Without these funds, there is virtually NO WAY that those connections will be completed.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Ada County Highway District.</p>	<p align="center">83642</p>	<p align="center">Online Comment Form</p>
<p>For the Five Mile Road – I-84 Overpass Construction project, they have explained there is not enough space to allow an on-ramp to the highway because cars have to be given a certain amount of space to get up to speed. However, is there enough room to put in an OFF-ramp? There are several places in Northern VA where you can get OFF but not on to the highway. At least it alleviates some 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>An interchange at Five Mile Road was contemplated when I-184 (the Connector) was being planned in the 1990s. Working with the City of Boise and the Ada County Highway District, a decision was made by the Idaho Transportation to build an interchange at Eagle Road instead of Five Mile Road. The area built up with that exclusion in mind and constructing one now would violate the best safety practice of interchanges being two miles away from each other (Five Mile Road is less than two miles from the Flying Wye), require many homes to be relocated, and be prohibitively expensive.</p>	<p align="center">83709</p>	<p align="center">Online Comment Form</p>

<p style="text-align: center;">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>	<p style="text-align: center;">Format</p>
<p>See my comments above. I would like to see a greater percentage of our tax dollars used to fund a 21st century mass transit system. Stop widening roads!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p style="text-align: center;">83702</p>	<p style="text-align: center;">Online Comment Form</p>
<p>KN22715 SH55 Karcher Rd, Farmway to Middleton. Why is KN23437 I-84 Centennial Interchange to Franklin prioritized for 2023 ahead of KN22715, bumping it to 2027? Karcher Rd. already has congestion that backs up ½ mile to ¾ mile. The initial research was done back in 2011-2013. So by the time you complete this project, the initial research is 20 years old and its congestion will be completely unmanageable. Why move that behind the 10th street offramp with a poor design.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho transportation Department.</p> <p>According to ITD: State Highway 55 construction for Farmway to Middleton Road is being funded in 2024. ITD is currently working on final design plans for this project. The SH-55 corridor design and construction was accelerated from 2027 with the last ITIP update. SH-55 was designated as a priority corridor under the Leading Idaho Transportation Expansion and Congestion Mitigation program, so the design is being advanced, followed by construction. ITD will begin designing SH-55 Pear to Farmway in 2023.</p> <p>The I-84 Centennial Way to Franklin Road project is also moving forward with final design plans and funded for construction in 2023.</p>	<p style="text-align: center;">Craig Allison</p>	<p style="text-align: center;">Hard Copy Comment Form</p>
<p>Yes to all the proposed projects. Please add sidewalks on the bridge over I-84 on Emerald going to Cole. The sidewalk stops at the bridge and many people ride/walk on that bridge. Excited for the State St. Premium Corridor project.</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 style="text-align: center;">Caile Spear 83706</p>	
<p>SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon, Key No.- 23184. I am concerned that the project listed above is moving too quickly for consideration to be given to the concept of including a pedestrian and bicycle pathway tunnel under HY 55 somewhere between Montana Ave. and 10th Ave in Caldwell. As you know the funding for this project has been accelerated in that a 3-year project is now a potential 18-month project. This does not allow sufficient time for the City of Caldwell to apply for a grant to fund the concept. A tunnel under the new HY 55 is justified: (1) that stretch of highway is the most dangerous in Idaho, (2) a</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, and the Idaho Transportation Department.</p>	<p style="text-align: center;">Paul Mann</p>	<p style="text-align: center;">Email</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>pathway plan improving access to Deer Flat National Wildlife Refuge and the surrounding communities was incorporated in the <i>Lake Lowell Area Bicycle and Pedestrian Access Plan: Bicycle and Pedestrian Network Plan</i> published in 2016, and (3) a pathway to Lake Lowell is incorporated in the master plan for the Caldwell Pathways and Bike Route Committee. In 2016 major improvements to HY55 were not under consideration and therefore planning for safely crossing a major 5-lane highway was not feasible. This concept was presented to ITD in response for comments for this section of the project in January of 2022. At that time ITD did not want to address the concept for it had never occurred to them that there was a need. Also, the environmental studies were almost completed and ITD did not want to reopen them and the land near Montana Ave. has historic status because of the Seven-day Adventist School and property. Since January the City of Caldwell and the Seventh Day Adventist Church have negotiated an agreement for the development of a pathway along the west side of the Seventh Day Adventist property on the north side of the new HY55 and possibly along an irrigation ditch on the south side of the new HY55. The City has also been negotiating with a developer that has property on the north and south sides of HY55 to incorporate a pathway in their developments. Such a pathway would end at Mallard Park on 10th Ave and then pedestrians and bikers could connect to the pathways surrounding Lake Lowell as proposed in the document listed above. ITD has recently consider the concept of a tunnel under HY55 if it were limited to the right-of-way of the new highway and Caldwell would be responsible the pathway connections for both the north-south pathway connecting to Lake Lowell and to the pathways parallel to the new highway that would within the right-of-ways. An important aspect of this tunnel concept is funding. With the condensed time line for the HY55 project there is not time to pursue a normal project grant for the tunnel; therefore, if Compass is aware of means to apply for an</p>			

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<p>emergency grant, please, inform the Mayor of Caldwell, Jarom Wagoner. Envision a pathway from Sacajawea School in North Caldwell to Lake Lowell passing close to several other schools that would permit students of all ages, bikers, walkers, and visitors to safely travel to a national wildlife refuge for bird watching, wildlife observation, fishing, and for the wild flowers. I am not an employee of the City of Caldwell, but I am a resident that serves on the City's Pathway and Bike Route Committee.</p>			
<p>KYN RD216-04 Thankful this Eagle Road project is on your list so congestion won't be so bad. You guys at COMPASS are awesome!!! 😊</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p>	<p align="center">NA</p>	<p align="center">Email</p>
<p>Looks good</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Cameron Wright 83709</p>	<p align="center">Online Comment Form</p>
<p>State Highway 16 – Interstate 84 to US 20/26 (Chinden Boulevard) This project should not be being done until all the safety and congested projects are done. ITD has full legal authority to request legislative changes. Karcher RD. by ITD's own admissions is one of the worst sections in Idaho. ITD has blocked an entrance to a subdivision because there is no turn lane to it and traffic backs up and causes accidents. The mayor of Nampa should be ashamed to put HWY 16 ahead of the HWY 55 project just to placate REP Mike Moyle and the Governor just because they are too lazy to drive 1 mile from HWY 16 on a 4-lane road to ten mile and then up to I 84. There is no congestion on those roads. Stand up Mayor Kling to Rep Moyle pork project. This money was for congestion and safety not to placate laziness. This road is not needed until Ten Mile starts to get congested. This isn't even making a dent into Garrity because no truck driver is going to pass that exit just to take this new one and back track. Plus, the vast majority of traffic goes South off of Garrity not North. If you wanted to make a dent, then you should have forced them to put a South bound exit leading to Flamingo so they can gain access to Robinson RD. That would actually help if you would take 10 seconds to look at a map</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p>	<p align="center">Craig Allison</p>	<p align="center">Online Comment Form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
but no your all to readily wanting to genuflect to ITD and Rep Moyle.			

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			
I would like to see future public transportation to lesson the use of automobiles. It would be nice to have a lite rail system that encompasses the entire Treasure Valley. Much like the old trolley system that was dismantled years ago.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	83644	Online Comment Form
Models predict below federally allowable airborne pollutants across years due to increased vehicle emission standards and the retiring of older vehicles. I am curious if the models consider expected increases in fire frequency (due to climate change) and associated increases in particulates.	Thank you for your comments; they will be shared with the COMPASS Board of Directors. The MOVES model and conformity demonstration are focused on motor vehicle emissions and account for vehicle, age, federal standards, etc. They do not consider wildfire smoke.	83702	Online Comment Form
Water availability. Please recharge the aquifer fully!	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	NA	Hard Copy Comment Form
Thank you for such important work to maintain emissions conformity and hopefully the desired effect of full compliance toward the lifting of the need for advanced monitoring and improved emissions over time to result in high quality air for safe and vibrant, healthy communities.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83702	Online Comment Form
There should be more information on creating a better carbon footprint and how	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Ian James Bott 83702	Online Comment Form

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
to reduce emissions from it before we tackle anything like this in my opinion			
I support any improvements that can be made for public transit. I was glad to see the various Valley Regional Transit service improvements listed in the document. By providing stellar public transit, fewer people will drive and more people will use public transit. Thereby, helping to improve the air quality in Ada/Canyon County.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	83703	Online Comment Form
Looks fine with the possible increasing [pollutants caused by the elimination of emission testing (the data to support this elimination is suspect at the very least). It's easier to determine the attainment levels of northern Ada County as it has always shown lower CO emissions.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83642	Online Comment Form
I don't understand why northern Ada County needs an air quality conformity demonstration project because of deteriorating air quality (thank you, Boise's rampant growth and development) while, at the same time, the Idaho Legislative is proposing to do away with the vehicle emissions testing requirement in Ada County. Are all government "in sync" on this issue or are governments in Idaho sending mixed messages to the public?	Thank you for your comments; they will be shared with the COMPASS Board of Directors. The requirement for the air quality conformity demonstration and the requirement for vehicle emissions testing both stemmed from violation of the carbon monoxide (CO) ambient air quality standard that occurred in northern Ada County in the mid-1980s. Ada County has not had a CO violation of the standard since the mid-1990s. Data collected by the Idaho Department of Environmental Quality (DEQ) indicates that the benefits of the emission testing program have declined in recent years because newer vehicles on the roads meet tougher emissions standards. DEQ does not believe any negative impacts will occur to air quality and public health because of removal of the emissions testing requirement. The Legislature took its action on emission testing based on this data collected by DEQ, and at this time, the federal and local governments are also expected to remove their requirements in 2023. Air quality and the impact of travel patterns and congestion remain important considerations when planning transportation projects.	NA	Hard Copy Comment Form

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
Yes to more electric buses and think VRT should have more small buses/vans.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Caile Spear 83706	Online Comment Form
Looks good though these vehicles should be moving to EV.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Cameron Wright 83709	Online Comment Form

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 additional changes to the FY2022-2028 and draft FY2023-2029 TIPs and Communities in Motion 2040 2.0			
as usual, saw nothing to improve SW Boise. poor planning in this area. they expect you to walk on sidewalks just feet away from cars driving 40+ mph. does not feel safe nor enjoyable thus people drive.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, and Ada County Highway District.	83709	Online Comment Form
No comments. I'm grateful for the Garden City area RAISE grant being approved and look forward to many improvements in that area.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Garden City, and Ada County Highway District.	83642	Online Comment Form
(1). Bicycle and Ped Bridge KN20841 – (2). Please add a bike path from Colchester to Two Rivers Dr. (This would connect our community – Banberry Meadow has 50+ bike riders that want access to the greenbelt). (or) a bike lane on Colchester (westside) to cross Eagle Rd. (3). A bus that goes down Eagle Rd. to Eagle Downtown and the Village (the loop).	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, and Valley Regional Transit.	NA	Hard Copy Comment Form
Work with VRT to have covered bus stands at all locations. Make waiting for a bus more comfortable. Do you wait for a bus unsheltered when the weather is bad? Also need trash cans at bus stands so trash doesn't go into the streets.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Caile Spear 83706	Online Comment Form
Under Section Public Transportation, NEW FTA 5307 Key # 20043 for demand response transportation in the Nampa area shows funding for added FY27 at total program cost of \$300,000 when the minimum should be the current FY23 amount of \$480,000 and not a decreased amount.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Terri Lindenberg Treasure Valley Transit, Inc. 83651	Online Comment Form

Received 9-14-2022
@ 5:00 PM by
Matt Stahl

Comments on the draft FY 2023-2029 Regional Transportation Improvement Program

My comment is that there is a great need for an intermediate Interchange midway between the urban four mile stretch between the Cole Road interchanges and the Eagle Road Interchange.

Very few urban areas have such a four-mile distance between interchanges. Certainly, that significant distance is not the case through the rest of Boise and to west of Nampa.

That interchange must have the east bound on ramp (if built) be limited so no on bound traffic can do immediate left lane changes to use the I-184 downtown connector. However there still would be a significant benefit to have the potential east on bound traffic still be able to go east toward Micron and other east points. (Relative potential I-184 users would continue to use their current routes.)

It would be most wise to review the scheduled rebuilding of the Five Mile overpass so a provision would be provided to add interchange ramps now or in the future.

The current high-use hours has tremendous congestion at the Eagle Road interchange and at freeway entrances on the two Cole Road Interchanges. Those problems will become worse as more west Boise infill takes place and the large number of residents of Southwest Boise struggle to gain freeway access. These will increase as South Coverdale Road is expanded to a "built out" five lane road just south of Overland Road.

The potential Five Mile Interchange was first studied in 1981 by IDT when the Eagle Road location was subsequently picked as a first location. Forty years later the next phase appears as much overdue.

The mayors of Meridian have encouraged the development of intermediate interchanges in their impacted areas with lots of resulting growth and lessor congestion. It is suggested that this also be the position of the mayor and staff in Boise and relative ACHD leaders.

I write these comments as a public service from many decades of observation and of now seeing the great unmet needs of West Boise and of Southwest Boise.

Sincerely,



Ralph Mellin

Past Idaho Registered Civil Engineer

To the Leaders of Compass; Key # 23336

Once again we have poor research and failure on ITD's part to address all problems regarding Karcher interchange. To justify not making any of these changes they used data from 2018. Really, if that data was so solid we would have had the additional off ramp lane included in the initial construction. The lane would not have to be added later. This actually pains me at the disrespect that ITD this has shown towards myself as a veteran that they are unwilling to address these issues because they just don't want to spend the money and used junk data to justify the lack of resources offered. They downplay everything since they don't live out here. I have personally been backed up across the bridge while trying to take my disabled mother to Oh' Crab. Were backed up because cars were trying to use the West onramp but were backed up into the left through lane because there was not enough storage. I mentioned this to one of the engineers and they blew it off like that wasn't a problem and this won't be addressed but we should have 2 turn lanes that go left onto the West onramp. This would also allow for 2 turn lanes for the East bound onramp.

Also, because of the failure to properly research and downplay the issue, cars trying to use the East bound on ramp are still slamming on their brakes, having to go further to the light, or get into accidents. This is all after they widened the interstate which should have made it easier with no back ups or slow downs. However, their poor design on Caldwell BLVD which only has one lane to use to go East bound backs up past Jalapenos Bar & Grill. So cars use the other lane which forces them to cut into the right lane forcing cars to jam on their brakes. This would have been solved if they allowed for another flying right lane like they have a Garrity. However, once again that's extra money and since they used no money for planning we got junk designs.

In fact, Board Member Delorenzo upon seeing there was excess funds after the FEDS gave us some money for widening I-84 transferred the money to pre develop HWY 16. This pre development funding is something that she would not provide for I-84 and it shows in their project planning and development. The \$10 million out of the \$19 million that was transferred could have been used during the construction and widening. Now because of their poor planning and research the widening will be complete and then we will have another project to deal with on that section of intersection. I guess Canyon County residents don't deserve a break. Also they failed to plan for an extra lane at the off ramp when they took out the old ramp they had to come back and had to add another one. Why wasn't that in the initial plan. Oh, they rushed and didn't think of it!

Why is it that the leaders from Canyon County on Compasses' Board are so neutered that they cannot stand up to this pattern of poor planning and funding while demanding onetime fix for this whole interchange? In fact according to their

website their using 4 year old data to justify the lack of updates while the current design isn't even going to work. When ITD held their last meeting, I asked how it was going to be possible for a dozen cars to enter this flying right turn while 2 full lanes are coming across from COSTCO, Sportsman Warehouse, and the rest of the businesses. All those cars coming from the freeway are going to stack at the light. Now if all of those cars are going to go through to Karcher no problem. However, that is not going to be the case. Some of those cars are going to need to get over through both those lanes to get to those 2 left turn lanes while cars in the left lane is going to need to get over through 3 lanes so they can turn right onto the BLVD all within about the length of a 1/2 of a football field. I even told this to a engineer and that I have seen cars on the current flying right turn stop in the lane waiting for a car to let them over. This engineers response was there just going to have to get over. Really, and ITD engineers says their just going to have to get over. All they want to do is get cars off the interstate no matter what and they don't care how this will impact the traffic on the interchange. ITD is more worried about possibly the 1 person walking across the bridge a day. But let me tell you that as a Transportation Officer with 18 years experience in the Army trained to route convoys and to identify routes that certain vehicles like semi-trucks will have a very tuff time getting over. They just use the lower end estimates to justify not spending the resources. Also, not going all the way down to Middleton RD is a mistake. let them have the whole length and just put up signs saying its lane ends at Middleton. This is so dumb to have it merge to 2 lanes again in front of the Wells Fargo just to turn around and add a turn lane 40ft later for the Maverick Gas Station. This is the same format they have on Eagle road and cars weave in and out of that lane all the time. I challenge you Mayor Kling or Mayor Wagoner to take these issues to ITD and ask why are these not being addressed and why they are using outdated data. I bet you there response is going to be 1 they only allotted this much money or 2 they can come back to fix it again for the 6th time. So ask them why have they not had to update any interchanges they built with the original GARVEE bounds. Answer, because they were in ADA County and they used the high end estimates to justify the expense. But once again, ITD will prove my point that they don't take our needs seriously. Actions speak louder than words.

Key #22715,23184

How disappointed am I with Compass and especially with Mayor Kling and Mayor Wagnor. Karcher is rated one of the worst sections of road in the state. ITD's lack of maintenance has led to them blocking the entrance of off Karcher to one of the subdivisions. The road that ITD blocked was Canyonview Way because they never put a turn lane in. So the taxpayers that live there now have to drive all the way around to Lake to get to there homes. Also, 2 days ago I was driving home and I was stopped just after passing the bridge where it mergers. Traffic was backed up all the way from Midway which is about 2/3 to 3/4 of a mile. What is that going to

be like when we add another 3,000 cars a day in 3 short years. This project should have been moved up when ITD was allotted \$1 billion to bond for roads. So you would think this would have been a priority since its congested and has significant safety issues. But no, we get a piss poor design at 10th ave and a pork project in Bannock County. Did you all even know that. Board Member Horsch go \$110 million to redesign the intersection in Pocatello. Please note that Bannock County grew a whopping 5% over the last decade while Canyon County grew 22%. That means in the next 5 years Canyon County will have close to 277,454 while Bannock County will only have 94,329. That interchange could have lasted another 10 years with maintenance just like they did at the Notus exit. Both were build in the same time frame so ITD could have done what they have stated many times that congestion and safety was their priority but neither criteria was met on that Bannock County project. This was all politics on ITDs board.

So what are you all going to do about it. Are you Canyon County leaders going to roll over and play dead to ITD and not confront them with these issues. How are we going get this project moved up. Just think about their incompetent planning for a moment. Construction started on the freeway in 2018 and wont finish until fall of 2023 when the bridge will begin and last till 2025 or 2026. Then they will start on Karcher in 2027 which wont get done for another 3 years. So that means ITD will be doing work for over a decade that residents off of Karcher will have to deal with. You tell me anywhere in this state that residents will have to put up with that. But if you are not willing to speak up for us as your constituents we will continue to be treated as second class citizens. Priority goes ADA County, the rest of the state, and then Canyon County. You can see it in their prioritization and their funding of their projects.

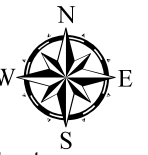
Key # : ORN23544 Once again ITD refuses to identify issues when doing projects. ITD is so clueless that the Eagle west bound onramp that needs to be redone has huge issues with congestion. You have issues with traffic backing up all the way to E Franklin Road. This congestion causes problems with traffic coming-out of St Lukes at Allen St. All ITD has to do is add an inside lane to the existing ramp creating a second lane that can merge to one. What this would do is allow the right through lane to be a turn lane and a straight through lane. The only thing that would be needed is some signs to tell drivers both lanes are turn lanes so they don't try and stack. ITD just needs to move the stop light farther back about 14 feet and make it a no turn on red. This would make any vehicle in the center lane be able to go across from the West bound off ramp and go straight through. ITD would not need to buy any land. However do you think they would do it. I would doubt it because the idea didn't come from them but it would work and that speaks volumes on their character. So do I have your support to add this to the project or is this just a formality and check the box for ITD. If that's the case just be honest so I can tell my friends not to bother wasting our time since any suggestion will fall

on deaf ears. Finally, I am glad to meet with any of you to speak about these projects just give me a day or two to arrange with my employer some time off. Heck I'll gladly meet you at the corner of Karcher and Cleveland BLVD at 7 am during the week to show you the issues.

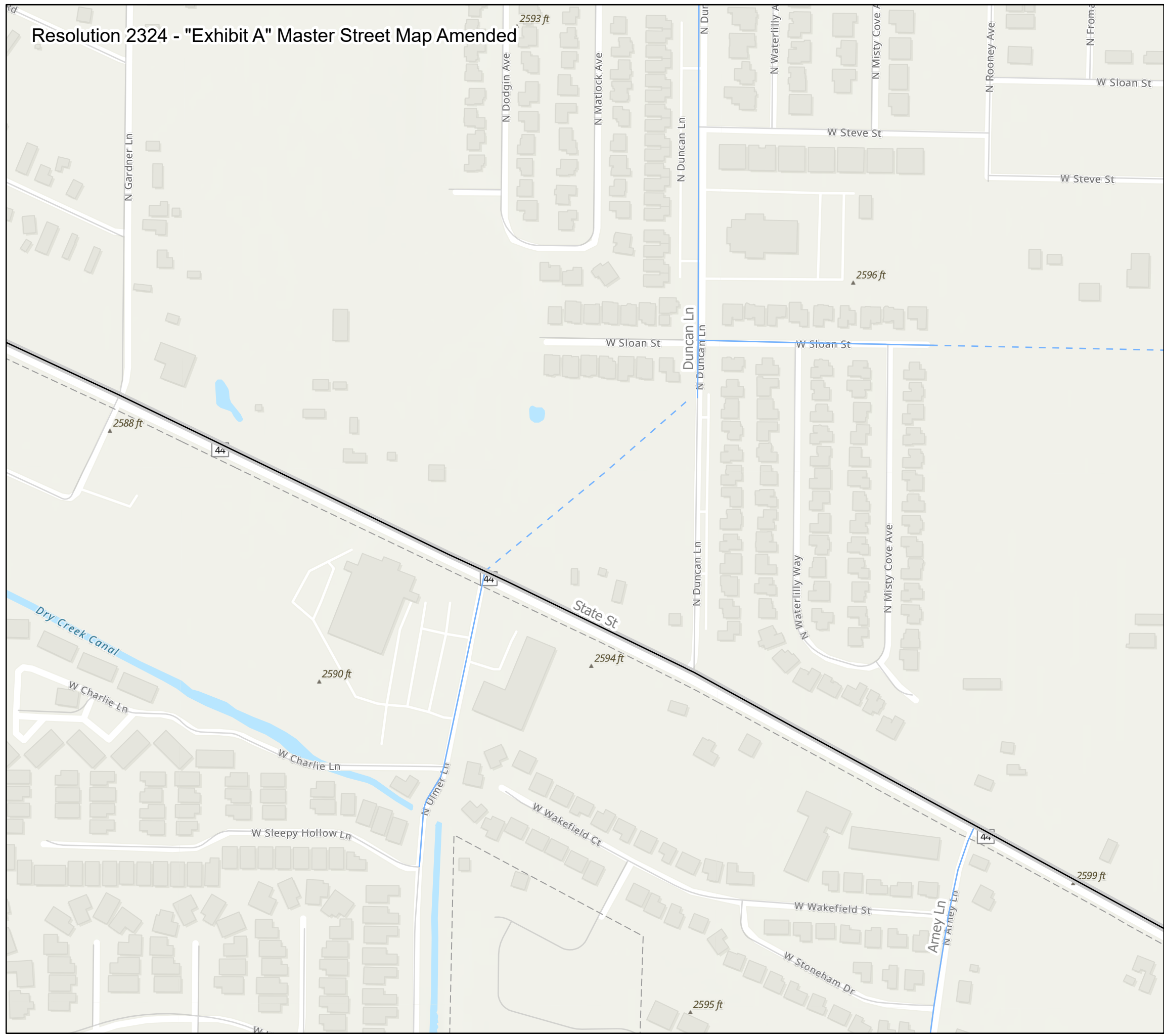
Respectfully, Craig Allison

Resolution 2324 - "Exhibit A" Master Street Map Amended

Ada County Master Street Map Amended October 28, 2020



The Ada County Highway District (ACHD) created the Master Street Map in collaboration with Ada County and its six cities to better link land-use and transportation planning. The Master Street Map is one of the key elements of the ACHD Transportation and Land Use Integration Plan. The Master Street Map is a living document and is not binding on future Commissions.



MSM Arterials

- State System*
- State System (New Alignment)*
- Mobility Arterials
- Mobility Arterials (New Alignment)
- Mobility Corridor (Under Study)
- Residential Mobility Arterial
- Residential Mobility Arterial(New Alignment)
- Transitional/Commercial
- Planned Commercial
- Residential
- Neighborhood Residential
- Town Center
- Industrial
- Rural
- Arterial(No typology designated)
- Under Study
- Proposed Planned Commercial
- Proposed Residential
- Proposed Residential Neighborhood
- Proposed Towncenter
- Proposed Industrial
- Proposed Rural
- Proposed Arterial (No typology assigned)
- Proposed Under Study

MSM Collectors

- Commercial
- Industrial
- Residential
- Town Center
- Traditional Neighborhood
- Rural
- Collector(No typology designated)
- Proposed Commercial**
- Proposed Industrial**
- Proposed Residential**
- Proposed Town Center**
- Proposed Traditional Neighborhood**
- Proposed Rural**
- Proposed Collector(No typology Designated)**

* Roadways identified as state facilities are only included to show the transportation system as a whole; planning for these corridors is under jurisdiction of the Idaho Transportation Department.

** Alignments of roadways identified as proposed collectors are subject to development review.

***Roundabouts locations may be adjusted to accommodate topographic constraints.

