



Working together to plan for the future

FY2023-2029 Regional Transportation Improvement Program

Report No. 01-2023

Adopted by the COMPASS Board of Directors on October 17, 2022 Resolution No. 03-2023

Modified: November 1, 2022; December 2, 2022; January 9, February 13, and March 8, 2023

Amended: December 19, 2022.

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

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Working together to plan for the future

RESOLUTION NO. 03-2023

**FOR THE PURPOSE OF APPROVING THE
FY2023-2029 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 Infrastructure Investment and Jobs Act (IIJA), 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, IIJA, 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, IIJA, 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 15 and September 13. 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 FY2023-2029 Regional Transportation Improvement Program for Ada and Canyon Counties, and associated 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 FY2023-2029 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

ADOPTED this 17th day of October 2022.

By: 

Joe Stear, 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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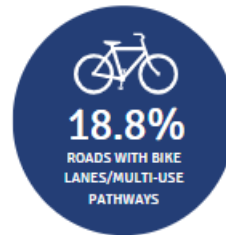
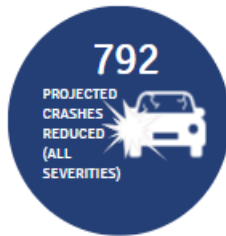
TOTAL BUDGETED FOR TRANSPORTATION
IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

IN A NUTSHELL

TOTAL BUDGETED OVER SEVEN YEARS

\$1,582,175,000

*INFLATED COSTS



More detailed information available on page 24 and online:
<https://www.compassidaho.org/prodserv/cms-intro.htm>
(Congestion Management System Technical Document)

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
- 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. [Communities in Motion 2050](#)² (CIM 2050) is expected to be adopted on December 19, 2022.

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](#)³ by the end of each calendar year.

This document includes all federally and state-funded projects and those non-federally funded projects deemed "regionally significant." The TIP projects identified

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

² *Communities in Motion 2050*: <https://cim2050.compassidaho.org/>

³ Annual Listing of Projects:

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

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 boundaries for the Boise and Nampa Urbanized Areas were adopted by the COMPASS Board of Directors, via Resolution 15-2013, on August 19, 2013. Urbanized area boundaries determined through the 2020 Census are not yet available. This information will be updated when new boundaries are provided by the Census Bureau⁴. 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 – TRANSIT RIDERSHIP**, provides tabular and graphical representation of transit ridership in FY2022.
- **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.

⁴ 2020 Urbanized Area Boundaries expected by December 2022.

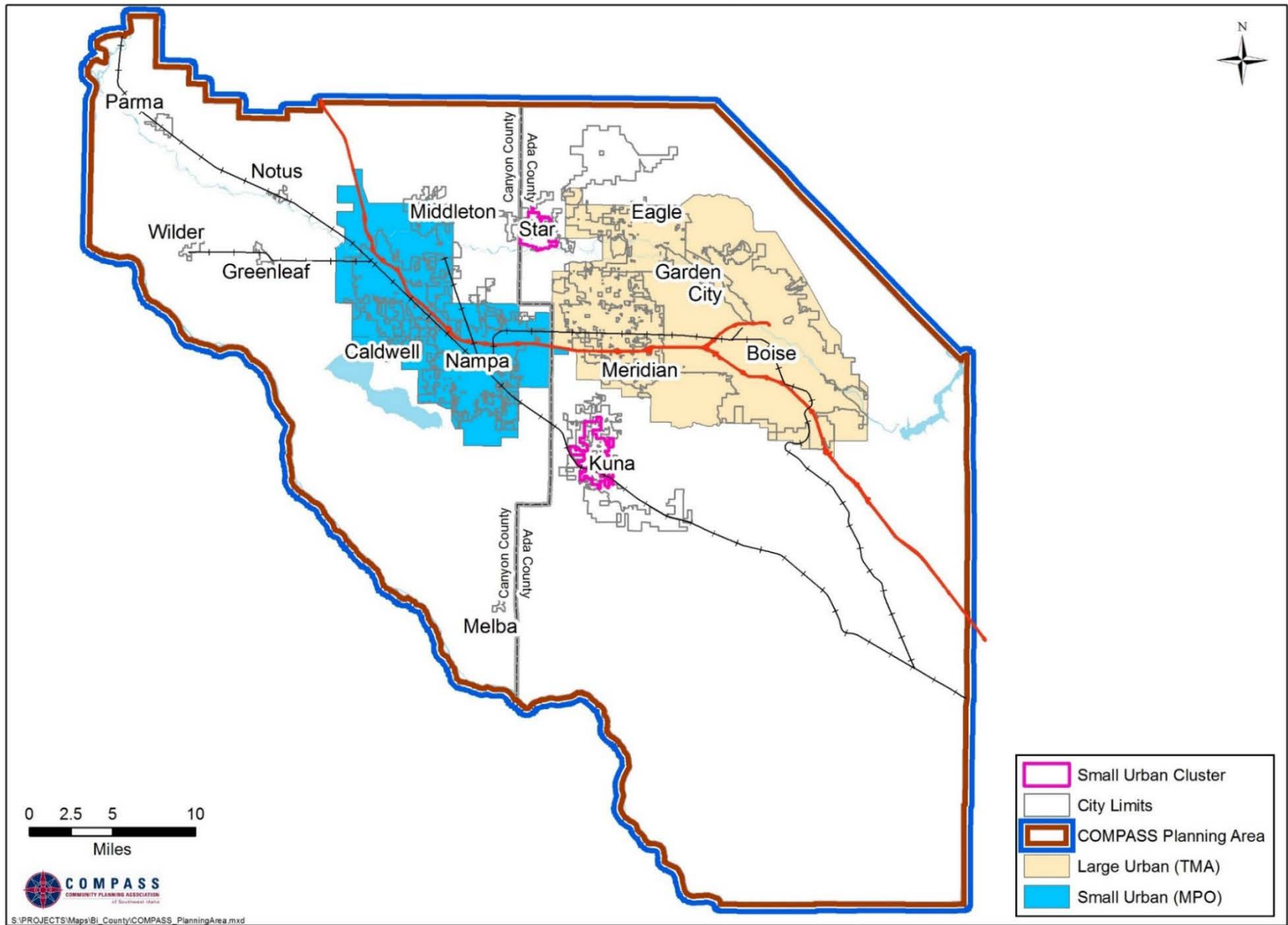


Figure 1: COMPASS Planning Area

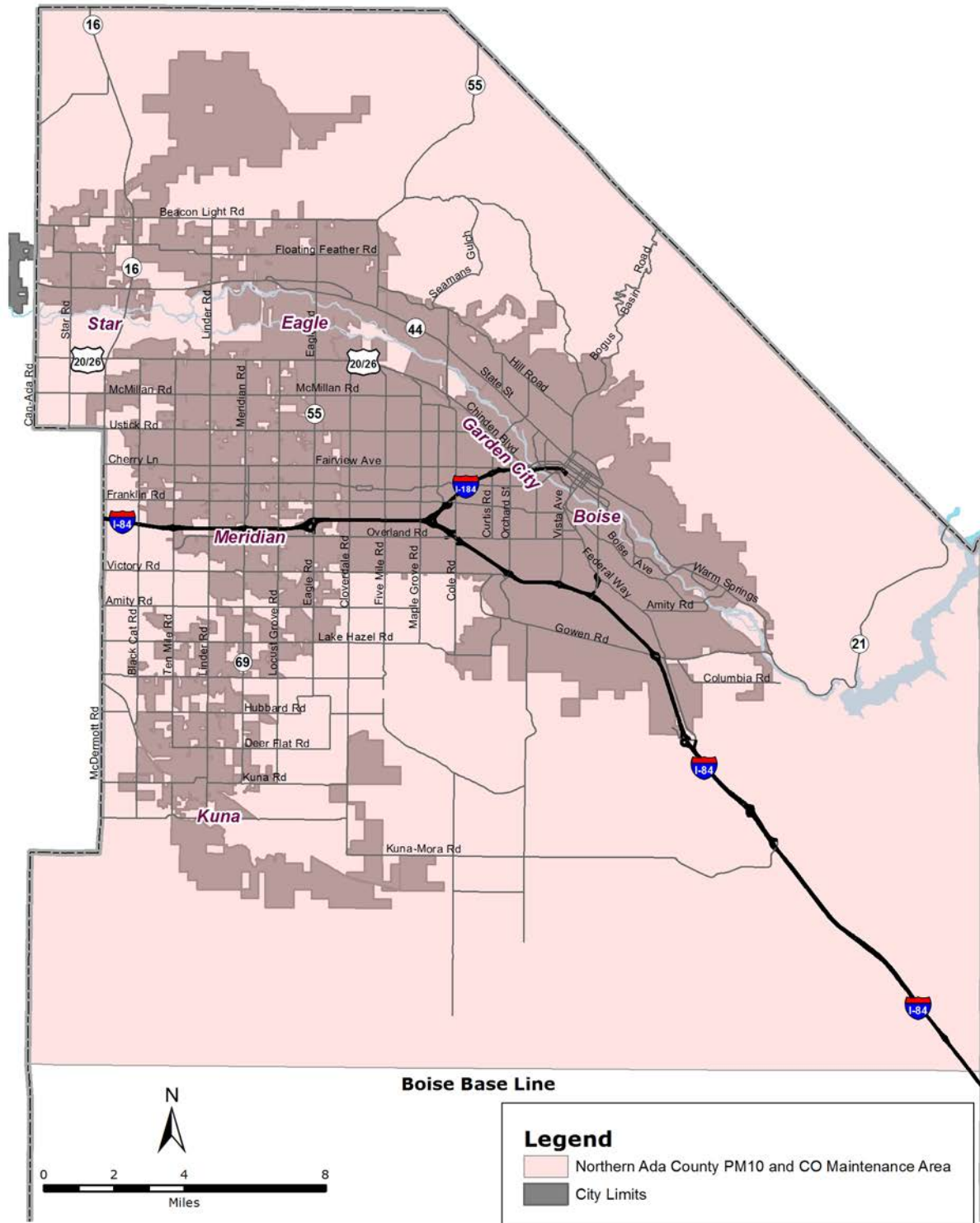


Figure 2: Northern Ada County Air Quality Maintenance Area

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](#)⁵ 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](#)⁶).

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 2021.

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 FY2023-2029 TIP project list was solicited from August 15 through September 13, 2022. The public comment period was promoted through the COMPASS [website](#)⁷, COMPASS social media accounts, online community calendars, a news release, newspaper advertisements, legal notices, email blasts, and postcards.

⁵ TIP web page: <https://www.compassidaho.org/prodserv/transimprovement.htm>

⁶ COMPASS Integrated Communication Plan:

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

⁷ 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](#)⁸ from August 15 through September 13, 2022.

Public comment materials posted online included detailed and basic project lists, a “major changes” list, the draft air quality conformity demonstration (see Section VI), an interactive map of projects contained in the TIP, a TIP brochure, and fact sheets related to air quality conformity and understanding the TIP. Comment forms and information on how and where to comment, including information on open houses, were also posted online.

Open House.

COMPASS Hosted an open house on Wednesday September 7, 2022, from 3:00-6:00 PM at the COMPASS Office in the first-floor board room.

COMPASS also posted a [virtual presentation](#)⁹ (Figure 3) on YouTube.

Libraries. COMPASS distributed TIP materials to 20 different library locations throughout the Treasure Valley.



Figure 3: COMPASS TIP Virtual Presentation

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 15 (*Idaho Statesman* only), August 16 (both newspapers), August 17 (both newspapers), and August 5 (*Idaho Press* only), 2021. COMPASS also published a legal notice for an amendment to the TIP on August 25, 2022, in both newspapers.

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

- *Idaho Statesman*: August 15, August 22, and August 29, 2022
- *Idaho Press*: August 16, August 23, and August 30, 2022
- *Kuna Melba News*: August 17, August 24, and August 31, 2022
- *Meridian Press*: August 19, August 26, and September 2, 2022

⁸ COMPASS “Comments and Questions”:
<http://www.compassidaho.org/comm/comments.htm>

⁹ Virtual presentation: https://www.youtube.com/watch?v=u_Hq3tzxEP4&t=9s

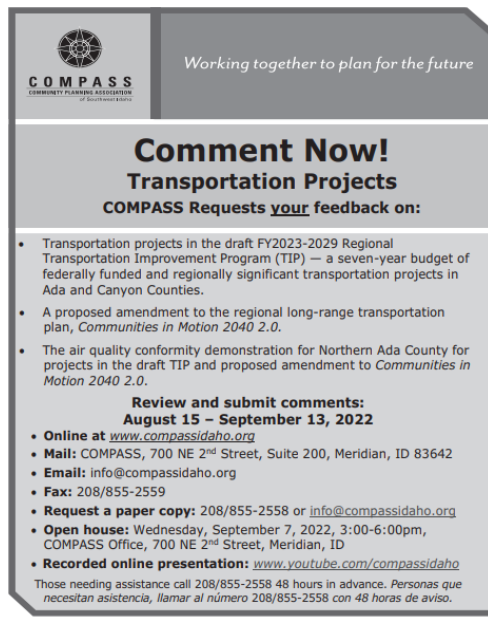


Figure 4: Newspaper Advertisement

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

Email and Mail. COMPASS sent four emails to 6,330 people publicizing the TIP public comment period. COMPASS mailed 13 postcards on August 12, 2022, to interested individuals who prefer to be contacted via US Mail.

Flyer. COMPASS created a flyer advertising the TIP public comment period and open house. Additionally, COMPASS requested that committee, workgroup, and agency members post flyers on their websites and other public locations in their jurisdictions.

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

- [Facebook](#)¹⁰: COMPASS posted information about the public comment period nine times from August 15 – September 13, 2021. These Facebook posts resulted in a total audience reach of 2,213 and 98 engagements.
- [Twitter](#)¹¹: COMPASS tweeted information about the public comment period 8 times from August 15 – September 13, 2022. These tweets resulted in a total of 664 viewer impressions and 21 engagements.
- [Instagram](#)¹²: COMPASS posted information about the public comment period 8 times from August 15 – September 13, 2022. These posts resulted in 46 engagements.
- [Nextdoor](#): COMPASS posted information about the public comment period on their Nextdoor account 8 times from August 15 – September 13, 2022. This resulted in

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

Spanish Translation. COMPASS translated the public comment flyer, TIP brochure, and the TIP comment form (hard copy and online) into Spanish. In addition, the

¹⁰ Facebook: www.facebook.com/compassidaho

¹¹ Twitter: <https://twitter.com/COMPASSIdaho>

¹² Instagram: www.instagram.com/compassidaho/

¹³ Brochure (English): <https://www.compassidaho.org/documents/prodserv/trans/FY22/Brochures/TIPBrochureFY2023-29.pdf>

¹⁴ Brochure (Spanish): https://www.compassidaho.org/documents/prodserv/trans/FY22/Brochures/TIPBrochureFY2023-29%20_Spanish.pdf

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. Thirty public comments were received (see Appendix F). Figure 5 shows the demographic data collected from public comment forms submitted to COMPASS.

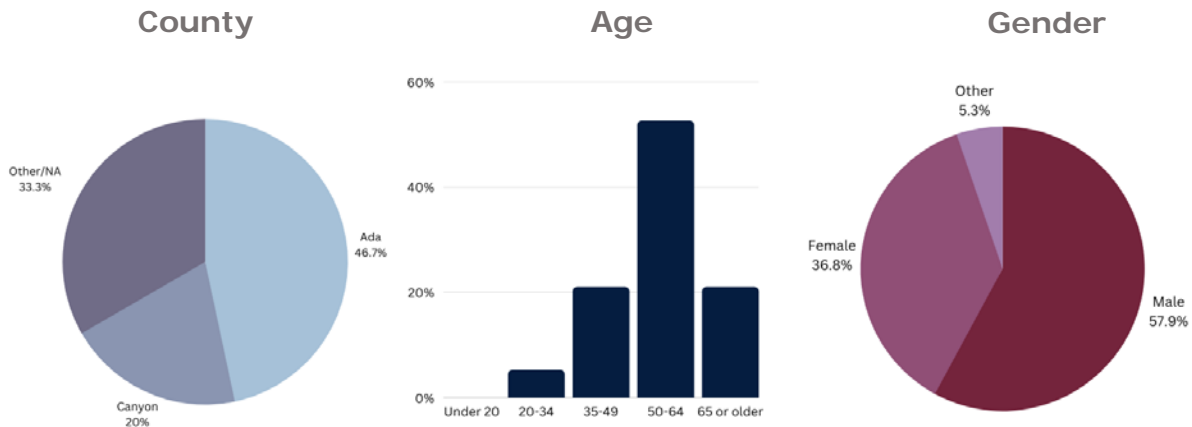


Figure 5: Public Comment Demographic Data

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 Carbon Reduction Program (CRP) in the TMA and the Nampa Urbanized Area brings new funds to the region to projects that help reduce the carbon footprint of transportation. Guidance for these funds was released after the deadlines for project selection. Projects will be added using CRP funds as soon as possible.

The CIM 2050 funding policy was adopted by the COMPASS Board of Directors in October 2021.

Funding Policy

Use anticipated available funding in Ada and Canyon Counties to strategically address regional priorities as identified in the regional long-range transportation plan.

Focus federal formula funds in Ada County (Surface Transportation Block Grant – Transportation Management Area [STBG-TMA]) to maintain the existing transportation network and fill gaps in the alternative transportation system.

Use new available funding to strategically address regional priorities. Use federal formula funds in Canyon County (STBG-Urban) to address regional priorities as identified in the regional long-range transportation plan.

Funding Goals

STBG-TMA (Boise Urbanized Area)

Off-the-Top	Policy Amount
COMPASS*	\$232,000
Ada County Highway District (ACHD) Commuteride	\$220,000
Safe Routes to School Education Program (Ada)	\$280,000
Split of Remaining Funds	
Local Network Improvements **	72%
Pathways (state highway or off-network) ***	12%
Public Transportation Capital	13%
Studies and Special Projects	3%

STBG-Urban (Nampa Urbanized Area)

Off-the-Top	Policy Amount
COMPASS*	\$99,000
Ada County Highway District (ACHD) Commuteride	\$55,000
Safe Routes to School Education Program (Ada)	\$50,000
Split of Remaining Funds	
Local Network Improvements **	85%
Alternative Transportation Capital	12%
Studies and Special Projects	3%

*COMPASS Off-the-Top is \$331,000 total and divided between Boise Urbanized Area and Nampa Urbanized Area funds based on 70/30 split in population (Boise Urbanized Area/Nampa Urbanized Area)

** See definition of local network improvements below

*** If application not sought or funds remains, funds split equally between local network improvements and public transportation capital

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

Local Network Improvements - Includes all capital improvements to "maintain and improve the infrastructure and operational performance on the current system."

Work may include:

- Overlays, rehabilitation, or rebuilds on a roadway
- Transportation improvements that save lives
- Filling gaps on on-system bicycle/pedestrian facilities (including crosswalks and adding/widening shoulders)
- Compliance with the Americans with Disabilities Act
- Improvements to the intelligent transportation system and similar operations systems
- Specific to Ada County:
 - Through-lane capacity is not eligible, except in cases of unanticipated funding opportunities.
- Specific to Canyon County:
 - Eligible for projects to maintain and add capacity.

Projects should reflect strategies outlined in the COMPASS [Congestion Management Process](#)¹⁵.

COMPASS Scoring and Ranking Process

COMPASS issues an annual call for projects seeking applications for the federal and local funding sources administered by COMPASS. In response, project sponsors submit Phase I and Phase II project applications. The Regional Transportation Advisory Committee (RTAC) is then responsible for recommending a ranked list of project applications to the COMPASS Board of Directors for approval.

A rank will be assigned to all project applications regardless of project type, including applications to the following funding sources:

1. Federal funds
 - a. Boise Urbanized Area:
 - i. Surface Transportation Block Grant – Transportation Management Area (STBG-TMA)
 - ii. Transportation Alternatives Program – Transportation Management Area (TAP-TMA)

¹⁵ Congestion Management Process: <https://www.compassidaho.org/prodserve/cms-intro.htm>

- iii. Carbon Reduction Program – Transportation Management Area (CRP-TMA)
 - b. Nampa Small Urban Area:
 - i. Surface Transportation Block Grant – Urban (STBG-U)
 - ii. Carbon Reduction Program – Urban (CRP-U)
 - 1. CRP-Urban funds will be combined with the STBG-Urban funds.
- 2. COMPASS funds
 - a. *Communities in Motion* Implementation Grants
 - b. Project Development Program

The ranking procedure can be found in detail in the [COMPASS Application Guide](#)¹⁶, Supplemental I (Scoring and Ranking Supplemental).

Project applications go through a multi-step process between the end of the call for projects and the allocation of funds (programming). Project applications proceed to scoring, then to ranking, before funds are awarded. However, the ranking process varies depending upon the type of project submitted and the type of funding sought. Project applications seeking federal-aid funding are scored before receiving a rank (except for studies and planning products). Project applications for COMPASS funds and applications for studies and plans remain unscored and are ranked using a paired comparison process. Additionally, all project applications are assigned a “Tier” indicating their alignment with *Communities in Motion 2050* (CIM 2050)

Projects Outside of COMPASS Administration

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, considering public comments received, and recommends it to the COMPASS Board of Directors for approval.

COMPASS staff is beginning a conversation with ITD staff regarding developing a process where COMPASS is more involved in project selection for all types of funding, as required in federal regulations.

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

¹⁶ COMPASS Application Guide:
<https://www.compassidaho.org/prodserv/resourcedev.html#appguide>

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)
- 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](#)¹⁷ web page. This information helps COMPASS and its member agencies prioritize projects for congested areas and select which types of congestion mitigation strategies to apply. However, the data are limited and not available for every corridor. Figure 6 shows a map of the corridors where NPMRDS data are provided, highlighting the ten most congested roadway segments in Ada and Canyon Counties for 2021.

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

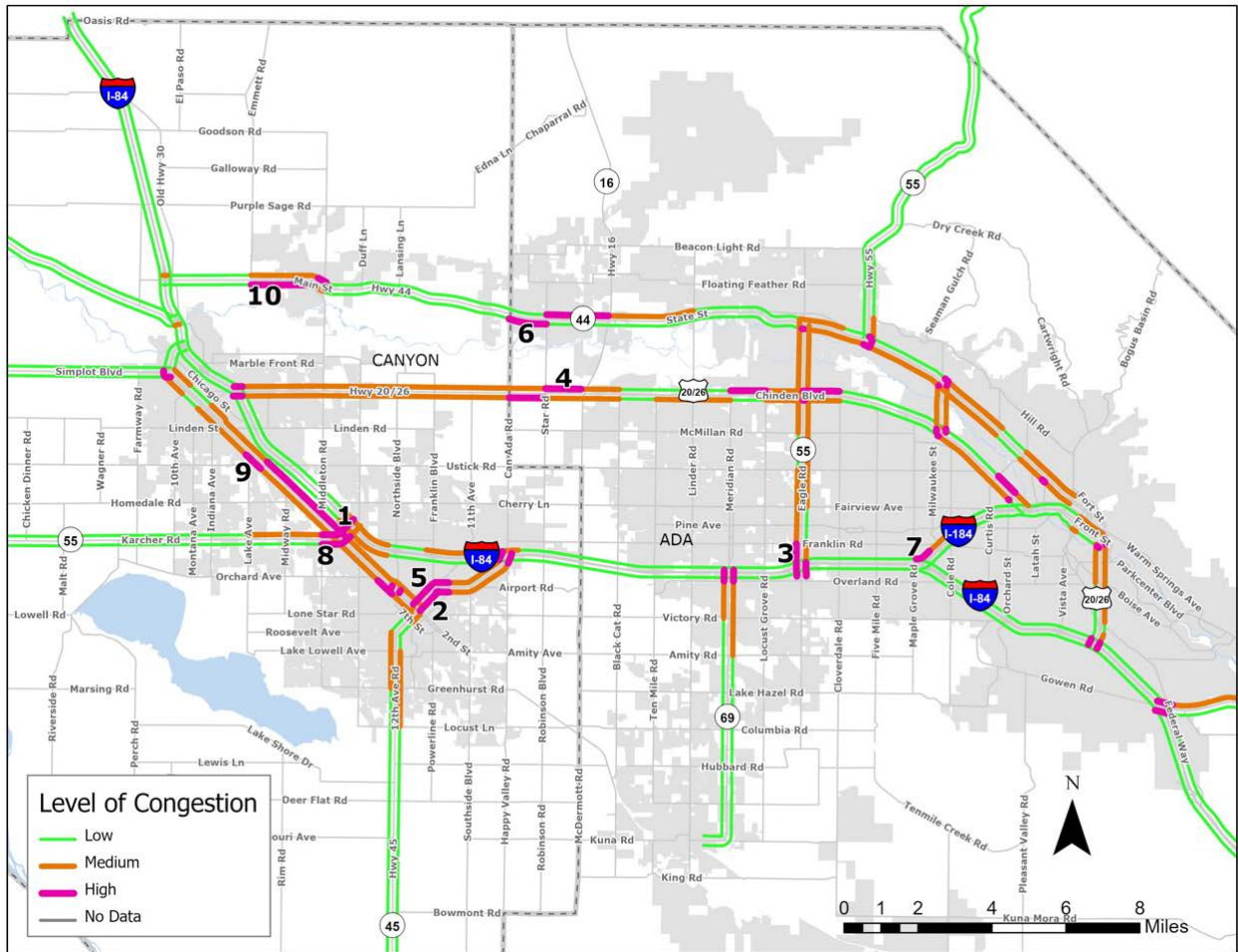


Figure 6: Top Ten Congested Tier 1 Network Segments Greater than Half a Mile (Peak period maximum, 2021)

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

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

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

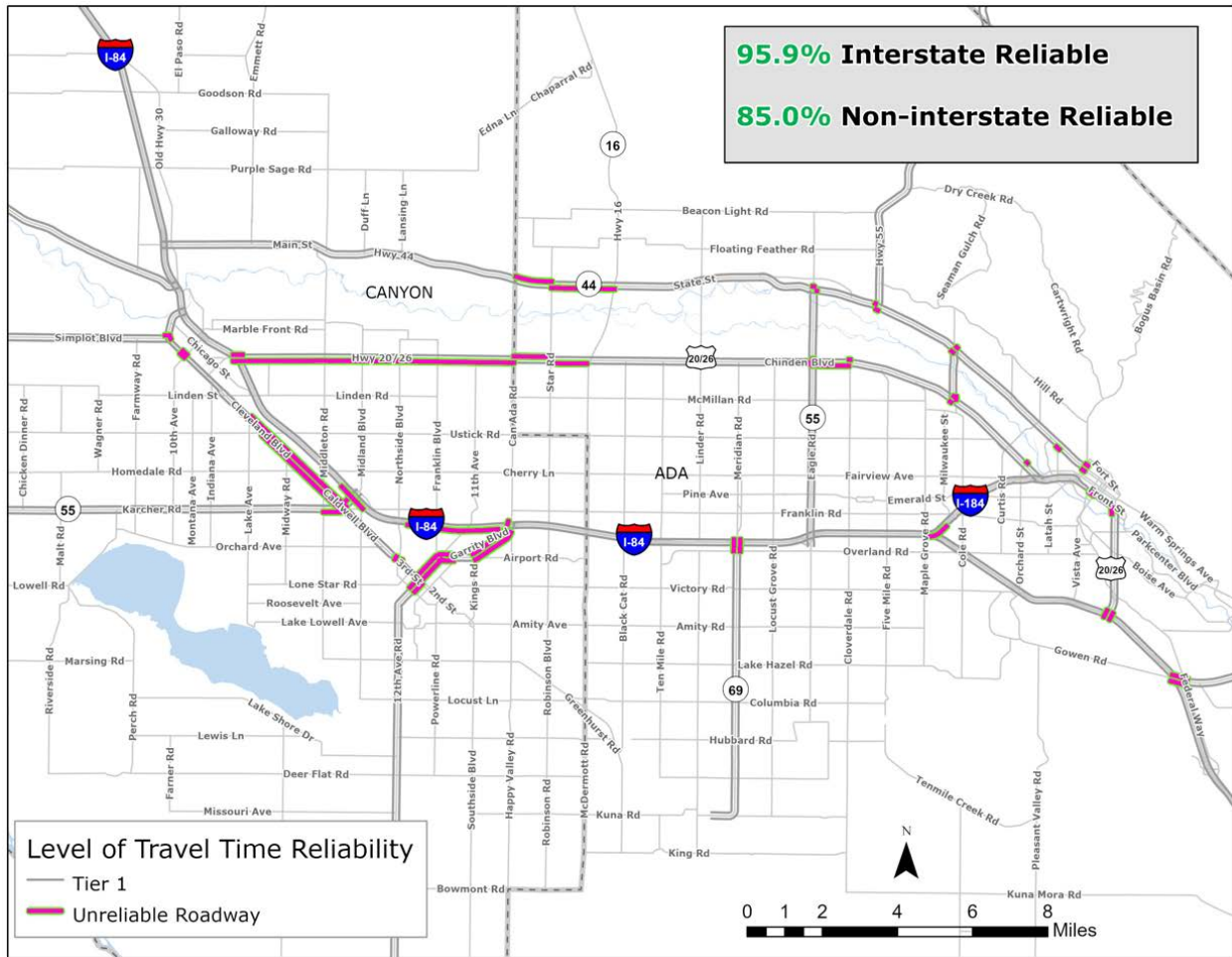


Figure 7: Level of Travel Time Reliability (2021)

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 efficiency. 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's right-of-way includes sidewalks, bikeways, roadways, bridges, storm drains, and other infrastructure dedicated to the movement of people, goods, and services.

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

As shown in Figure 8, ACHD's IFYWP seeks to implement its Complete Streets Policy and meet the needs of all users with the project limits to take the most advantage of the 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](#)²², 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 continuous increases in city funds coupled with greater use of outside funds and

¹⁹ ACHD Strategic Plan (2016): <https://www.achdidaho.org/AboutACHD/StrategicPlan.pdf>

²⁰ ACHD IFYWP 2021-2025:

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

²¹ ACHD Master Street Map (2020):

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

²² City of Nampa Transportation Master Plan (2019):

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

many new and creative resources. The City of Nampa continues to explore methods of funding its transportation needs.

Development Impact Fees

[ACHD](#)²³; [Canyon Highway District No. 4](#)²⁴; Canyon County; and the Cities of Middleton, [Nampa](#)²⁵, and Star use impact fee programs under [Idaho Code 67 Chapter 82](#)²⁶. 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.

Current Projects in the FY2023-2029 TIP

The total cost of projects that are expected to improve congestion is about \$1.5 billion. Table 1, below, highlights all the projects in the TIP categorized under the congestion management strategies.

²³ ACHD Impact Fees:

<https://achdidaho.org/Departments/Engineering/DevelopmentServices/impactFees.aspx>

²⁴ Mid-Star Service Area for Impact Fees: <https://www.canyonhd4.org/about-us/what-we-do/impact-fees/>

²⁵ City of Nampa Impact Fees: <https://www.cityofnampa.us/1261/Development-Impact-Fees>

²⁶ Idaho Code 67 Chapter 82:

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

Table 1: Projects in the FY2023-2029 TIP by CMP Strategy

KN	Projects*	Strategy**	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost***
Transportation Demand Management							
23833	Access to Opportunity, Boise and Garden City (design only)	TDM-1	N/A	N/A	N/A	Federal	\$6,430,000
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	TDM-1	Mod	Reliable	N/A	Federal	\$4,377,000
22438	Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa	TDM-1	Low	Reliable	N/A	Federal	\$2,085,000
22017	Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa	TDM-1	Low	Reliable	N/A	Federal	\$2,204,000
22015	Commuteride, ACHD - FY2023	TDM-2	-	-	-	Federal	\$220,000
22436	Commuteride, ACHD - FY2024	TDM-2	-	-	-	Federal	\$275,000
22386	Commuteride, ACHD - FY2025/2026	TDM-2	-	-	-	Federal	\$330,000
22738	Commuteride, ACHD - FY2026	TDM-2	-	-	-	Federal	\$220,000
23328	Commuteride, ACHD - FY2027	TDM-2	-	-	-	Federal	\$275,000
23679	Commuteride, ACHD - FY2028	TDM-2	-	-	-	Federal	\$220,000
23680	Commuteride, ACHD - FY2029	TDM-2	-	-	-	Federal	\$220,000
23095	Five Mile Road Overpass and Widening, Boise^	TDM-1	Low	Reliable	N/A	Federal and Local	\$4,252,000
23591	Five Mile Road, I-84 Overpass Construction, Boise^	TDM-1	Low	Reliable	N/A	Federal	\$10,522,000
RD203-04	Five Mile Road, Overland Road to Franklin Road, Boise^	TDM-1	Low	Reliable	N/A	Local	\$18,145,000
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion	TDM-8	N/A	N/A	N/A	Federal and Local	\$1,891,000
22602	Indiana and Orchard Shared Roadway, Canyon County	TDM-1	N/A	N/A	N/A	Federal	\$5,303,000
23917	Pathway, Canyon Street, Phase 2, Nampa	TDM-8	N/A	N/A	N/A	Federal	\$345,000
23307	Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise	TDM-8	Mod	Reliable	N/A	Federal	\$1,614,000

KN	Projects*	Strategy**	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost***
22385	Pathway, Greenbelt Completion, Boise State	TDM-8	Low	Reliable	N/A	Federal	\$873,000
23025	Pathway, Grimes City Pathway Extension, Nampa	TDM-8	N/A	N/A	N/A	Federal	\$535,000
13918	Pathway, Rail with Trail, Meridian	TDM-8	N/A	N/A	N/A	Federal	\$735,000
22931	Pathway, SH-55 (Eagle Road), Bristol Heights to US 20/26, Boise	TDM-8	Mod	Reliable	N/A	Federal	\$362,000
20542	Pathway, SH-55 (Eagle Road), Franklin to Pine, Meridian	TDM-8	Mod	Reliable	N/A	Federal	\$700,000
23685	Pathway, SH-55 (Eagle Road), McMillan to Bristol Heights, Boise	TDM-8	Mod	Reliable	N/A	Federal	\$1,084,000
22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	TDM-1	Low	Reliable	N/A	Federal	\$899,000
NEW07	Reconnecting, Accessibility, and Improvement Safety and Equity, Nampa (design only)	TDM-8	N/A	N/A	N/A	Federal	\$5,000,000
23677	Study, Transportation Demand Management Plan, COMPASS	TDM-2	N/A	N/A	N/A	Federal	\$150,000
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	TDM-1, TDM-9	Mod	Reliable	N/A	Federal	\$10,571,000
22600	Western Heritage Byway, Swan Falls Road, ACHD	TDM-8	Low	Reliable	N/A	Federal	\$6,664,000
Subtotal							\$86,501,000
TSMO / ITS							
13905	10 th Avenue ITS and Overlay, Caldwell	TSMO-3	Low	Reliable	N/A	Federal	\$3,016,000
23026	Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS	TSMO-3	-	-	-	Federal	\$39,000
13484	Centennial Way Roundabout, Caldwell	TSMO-7	High	Unreliable	-	Federal	\$4,352,000
23314	Commuteride, Safety and Security Cameras, Ada County	TSMO-9	-	-	-	Federal	\$49,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	TSMO-2	Mod	Reliable	-	Federal	\$3,556,000

KN	Projects*	Strategy**	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost***
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	TSMO-7	Low	Reliable	-	Federal	\$4,502,000
23182	SH-44, RWIS near SH-16, Ada County	TSMO-10	-	-	-	State	\$519,000
Subtotal							\$16,041,000
Transit Operations							
23674	Smart Trips Treasure Valley, ACHD	TOI-4	-	-	-	Federal	\$453,000
Subtotal							\$453,000
Freight and Goods Mobilization							
22101	Peckham Road Intersections, Canyon County	FR-2	N/A	N/A	N/A	Federal	\$557,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	FR-2	Mod	Reliable	-	Federal	\$3,556,000
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	FR-2	N/A	N/A	N/A	Federal	\$8,987,000
23731	Northside Boulevard and Karcher Road, Intersection Improvements, Nampa	FR-2	Low	Unreliable	N/A	Federal	\$6,292,000
Subtotal							\$19,392,000
Roadway Capacity Improvements							
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	RC-1	Low	Reliable	N/a	Local	\$6,745,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	RC-1	Low	Reliable	N/A	Local	\$5,300,000
23095	Five Mile Road Overpass and Widening, Boise	RC-1	Low	Reliable	N/A	Federal and Local	\$4,252,000
23591	Five Mile Road, I-84 Overpass Construction, Boise	RC-1	Low	Reliable	N/A	Federal	\$10,522,000
RD203-04	Five Mile Road, Overland Road to Franklin Road, Boise	RC-1	Low	Reliable	N/A	Local	\$18,145,000
102497	Franklin Road, McDermott Road to Black Cat Road, Ada County	RC-1	Low	Reliable	N/A	Local	\$6,995,000
23437	I-84, Centennial Interchange to Franklin Interchange, Caldwell	RC-1	High	Reliable	Unreliable	State	\$121,500,000

KN	Projects*	Strategy**	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost***
23336	I-84, Karcher Road Interchange, Nampa	RC-1	High	Reliable	Unreliable	State	\$33,750,000
23456	I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian	RC-1	Low	Reliable	Unreliable	State	\$1,505,000
22712	I-84B (Garrity Boulevard), Stamm Lane Intersection Improvements, Nampa	RC-1	Mod	Unreliable	N/A	State	\$2,122,000
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	RC-1	Low	Reliable	N/A	Local	\$6,318,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	RC-1	Low	Reliable	N/A	Local	\$12,948,000
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	RC-1	Low	Reliable	N/A	Local	\$6,160,000
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	RC-1	Low	Reliable	N/A	Local	\$4,061,000
RC0207	Linder Road, Overland Road to Franklin Road, Widen and Overpass, Meridian	RC-1	Low	Reliable	N/A	Local	\$25,063,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	RC-1	Low	Reliable	N/A	Local	\$8,971,000
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	RC-1	Low	Reliable	N/A	Local	\$20,907,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	RC-1	Low	Reliable	N/A	Federal	\$13,709,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	RC-1	Low	Reliable	N/A	Local	\$24,587,000
23409	SH-16, Franklin Road to Ustick Road, Canyon County	RC-2	N/A	N/A	N/A	Federal	\$49,129,000
23410	SH-16, I-84 to Franklin Road, Nampa	RC-2	N/A	N/A	N/A	State	\$46,622,000
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	RC-2	N/A	N/A	N/A	Federal and State	\$274,173,000
23408	SH-16, Ustick Road to US 20/26 and SH-44, Ada County	RC-2	N/A	N/A	N/A	State	\$78,708,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	RC-1	Mod	Reliable	N/A	State	\$7,671,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	RC-1	High	Unreliable	N/A	State	\$13,324,000

KN	Projects*	Strategy**	Level of Congestion	Reliability	Freight Reliability	Type of Funds	Total Cost***
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon	RC-1	Mod	Reliable	N/A	State	\$178,834,000
23335	SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County	RC-1	Low	Reliable	N/A	State	\$38,400,000
IN210-03	State Street, Hertford Way to Ellens Ferry, Boise	RC-1	Mod	Reliable	N/A	Local	\$9,131,000
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	RC-1	Low	Reliable	N/A	Local	\$3,036,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	RC-1	Mod	Unreliable-	N/A	State	\$67,146,000
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian, and Eagle	RC-1	High/Mod	Reliable	N/A	State	\$7,688,000
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	RC-1	Mod	Reliable	N/A	State	\$18,620,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	RC-1	High	Unreliable	N/A	State	\$15,607,000
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	RC-1	High	Unreliable	N/A	State	\$233,634,000
200919	Ustick Road, Black Cat Road to Ten Mile Road, Meridian	RC-1	Low	Reliable	N/A	Local	\$4,686,000
203719	Ustick Road, Star Road to McDermott Road, Ada County	RC-1	Low	Reliable	N/A	Local	\$5,677,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	RC-1	Low	Reliable	N/A	Local	\$7,390,000
Subtotal							\$1,393,036,000
TOTAL							\$1,515,423,000

As of November 2022.

*Descriptions of acronyms are available in Appendix A.

**Strategies are defined in the [CMS Technical Document](#) (Appendix A)²⁷

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

²⁷ CMS Technical Document:

<https://www.compassidaho.org/documents/prodserv/reports/2022CongestionManagementSystemTechnicalDocument.pdf>

Additional Projects

Local Expansion for Public Transportation

In FY2023, the City of Meridian started a fixed line service within the city. See additional information in the public transportation section for performance measures on page 37.

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 which performance measure(s) each project supports.

COMPASS staff are constantly evaluating better ways to examine data to report achievements in 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](#)²⁸ were approved for CIM 2040 2.0, adopted in 2018. To streamline reporting, the 34 measures were grouped into 8 "TIP Achievement Categories." COMPASS staff anticipates approval of *Communities in Motion 2050* (CIM 2050) by December 2022. The CIM 2050 performance measures will be incorporated into next update of the TIP. Table 2 provides a matrix demonstrating how the TIP achievement categories reflect performance measures as approved for CIM 2040 2.0.

²⁸ 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.

Federal Performance Measures

The federal transportation authorization bills, *Infrastructure Investment and Jobs Act* emphasizes 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 3 shows the federal target areas and deadlines for reporting, areas with currently approved targets are highlighted in gray.

Table 3: 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	November 2018 (every four years)	
	Freight Movement		
	Congestion Mitigation Air Quality – Emissions		
	Public Transportation Safety	December 2020 (annually)	June 2021
	Congestion Mitigation Air Quality – Traffic Congestion	November 2022 (biennially)	May 2023

Approved targets are provided below, with analysis regarding projected outcomes. It is important to note that support of statewide targets does NOT mean that COMPASS is required to address a regional “share” of the statewide goals; that is, COMPASS does not have specific goals for Ada and Canyon Counties. It simply means that COMPASS is supporting ITD’s statewide efforts. However, when available, regional data are shown for informational purposes.

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

TIP Achievement Reporting

To further report on the support of CIM 2040 2.0 performance measures and federal performance measures, Table 4 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 4: Analysis of TIP Achievement

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Active Transportation	72	\$144,177,000	8.88%

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Health	27	\$27,186,000	1.67%
Open Space	26	\$39,487,000	2.43%
Asset Management	40	\$91,942,000	5.66%
Transit Asset Management	17	\$40,036,000	2.47%
Public Transportation	36	\$74,013,000	4.56%
Safety	125	\$485,843,000	29.93%
Support	35	\$41,192,000	2.54%
System Performance	51	\$390,127,000	24.03%
Freight Movement	3	\$4,930,000	0.30%
NHS Reliability (Level of Travel Tim Reliability)	33	\$284,419,000	17.52%
		\$1,623,352,000	

As of November 2022.

*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.

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 on how to walk and bike safely.

There are 54 projects totaling almost \$572 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 Americans 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. Eight projects are specific to the health subset, with a total of about \$49 million budgeted through FY2027.

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 \$36 million budgeted through FY2027.

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 walk of a school that can access the school using the walkable network	↑ 68.01% (2021) 67.90% (2020)
Walkability: transit stops	Percentage of households within ½ mile walk of a transit stop that can access the stop using the walkable network	↑ 82.03% (2021) 81.50% (2020)
Walkability: public parks	Percentage of households within ½ mile walk of a public park that can access the park using the walkable network	↓ 68.52% (2021) 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 sharrow or other markings within automobile lanes, or multiuse pathways that allow for bicycle travel.	↓ 18.8% (2021) 22.5% (2019)
Miles of trails and pathways	Percentage of increase of the miles of trails and pathways from previous reporting period	↓ 571.7 (2021) 577 (2019)

Projects listed in Table 6 emphasize active transportation, including the subset categories of Health and Open Space, when appropriate, included in the FY2023-2029 TIP. The costs are shown only for FY2023-2027, as projects beyond the first five years are “illustrative.” Costs are shown in “year of expenditure,” (increased to reflect inflation).

Table 6: Analysis of Active Transportation Projects, FY2023-2027

Key Number	Project	Subset	Total Cost FY2022-2027 *
23833	Access to Opportunity, Boise and Garden City		\$6,430,000
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Health	\$4,377,000
23313	Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS		\$8,000
23026	Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS		\$39,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian		\$6,745,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian		\$5,300,000
23095	Five Mile Road Overpass and Widening, Boise	Health	\$4,252,000

Key Number	Project	Subset	Total Cost FY2022-2027*
23591	Five Mile Road, I-84 Overpass Construction, Boise	Health	\$10,522,000
RD203-04	Five Mile Road, Overland Road to Franklin Road, Boise	Health	\$18,145,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa		\$3,556,000
102497	Franklin Road, McDermott Road to Black Cat Road, Ada County		\$6,995,000
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	Open Space	\$1,891,000
22602	Indiana and Orchard Shared Roadway, Canyon County	Open Space	\$5,303,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	Open Space	\$12,948,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	Health	\$8,971,000
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County		\$3,470,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Open Space	\$13,709,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise		\$24,587,000
23917	Pathway, Canyon Street, Phase 2, Nampa	Health	\$345,000
23307	Pathway, Federal Way and Broadway Avenue Multiuse Pathway, Boise	Health, Open Space	\$1,614,000
22385	Pathway, Greenbelt Completion, Boise State	Health, Open Space	\$873,000
13918	Pathway, Rail with Trail, Meridian	Open Space	\$735,000
20542	Pathway, SH-55 (Eagle Road), Franklin to Pine, Meridian		\$700,000
23685	Pathway, SH-55 (Eagle Road), McMillan to Bristol Heights, Boise	Health, Open Space	\$1,084,000
22931	Pathway, SH-55 (Eagle Road), Bristol Heights to US 20/26, Boise		\$362,000
19465	Pavement Preservation and ADA, Phase 1, Boise Area – FY2022		\$14,269,000
20122	Pavement Preservation and ADA, Phase 2, Boise Area – FY2022		\$2,569,000
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2023		\$1,128,000
13964	Peckham Road, US-95 to Notus Road, Canyon County	Health, Open Space	\$4,341,000
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	Health	\$307,000
NEW07	Reconnecting, Accessibility, and Improving Safety and Equity, Nampa	Health	\$5,000,000
20674	Roadway and ADA Improvements, Boise Area – FY2024		\$8,087,000
21896	Roadway and ADA Improvements, Boise Area – FY2026		\$10,027,000
22390	Roadway and ADA Improvements, Boise Area – FY2027		\$8,353,000

Key Number	Project	Subset	Total Cost FY2022-2027*
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023		\$7,645,000
23674	Smart Trip Treasure Valley, ACHD		\$453,000
20493	SR2S, VRT, Ada County – FY2023		\$171,000
21910	SR2S, VRT, Ada County – FY2024		\$210,000
23943	SR2S, VRT, Ada County – FY2025		\$214,000
23834	SR2S, VRT, Ada County – FY2026		\$231,000
23306	SR2S, VRT, Ada County – FY2026		\$303,000
22924	SR2S, VRT, Canyon County – FY2023		\$65,000
23843	SR2S, VRT, Canyon County – FY2025		\$60,000
23924	SR2S, VRT, Canyon County – FY2027		\$50,000
IN210-03	State Street, Hertford Way to Ellens Ferry, Boise	Open Space	\$9,131,000
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian		\$3,036,000
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	Health, Open Space	\$10,571,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County		\$67,146,000
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	Health	\$7,688,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County		\$15,607,000
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties		\$233,634,000
200919	Ustick Road, Black Cat Road to Ten Mile Road, Meridian	Health	\$4,686,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian		\$7,390,000
22600	Western Heritage Byway, Swan Falls Road, ACHD	Open Space	\$6,664,000
		Total	\$571,997,000

As of November 2022.

*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](#)²⁹.

On August 1, 2022, the VRT Board adopted the TAM Plan for FY2023-2026. The plan outlines the processes and tools used to 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	FY2022 Target	FY2022 Actual	FY2023 Target
Rolling Stock	Age - Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	24.67%	19.82%	24.67%
Equipment		12.70%	29.11%	12.70%
Facilities	Condition - Percent of facilities with a condition rating below 3.0	42.86%	30.00%	42.86%

Green highlight = met FY2021 targets

Peach highlight = did not meet FY2021 target

\$32 million in vehicle and equipment replacements (and improvements) is budgeted in the FY2023-2029 TIP. VRT is conducting facility master planning that will provide additional data and cost estimates that will aid in programming the remaining in state of good repair needs. The FY2023-2029 draft TIP includes approximately \$32 million programmed between FY2023 and FY2026 (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), known as the Transportation Development Plan, was completed in FY2022.

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.

²⁹ Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>.

Projects listed in Table 8 emphasize transit asset management (state of good repair) included in the FY2023-2029 TIP. The costs are shown only for FY2023-2026, as the TAM Plan is based on a four-year horizon. The TAM Plan is posted on VRT's [website](#)³⁰.

Table 8: Analysis of Transit Asset Management Projects, FY2023-2026

Key Number	Project	Asset Category	Total Cost FY2023-2026
18788	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$384,000
19122	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT	Rolling Stock, Equipment, Facilities	\$2,552,000
23667	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2023	Rolling Stock, Equipment, Facilities	\$186,000
20659	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2024	Rolling Stock, Equipment, Facilities	\$1,754,000
21903	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2025	Rolling Stock, Equipment, Facilities	\$1,758,000
22393	Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY2026	Rolling Stock, Equipment, Facilities	\$1,758,000
18781	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$1,101,000
20136e	Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$1,372,000
20136b	Transit - Vehicle Replacements, TVT	Rolling Stock	\$264,000
20136f	Transit - Vehicle Replacement, ACHD	Rolling Stock	\$892,000
NEW04	Transit - Vehicle Replacements, Boise Area, VRT	Rolling Stock, Equipment	\$20,000,000
Total			\$32,021,000

As of November 2022.



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).

³⁰ Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>

Table 9: Pavement Conditions on the NHS and FY2022 Targets

Type of Roadway	Pavement Condition	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2021 Regional Condition Percentage	FY2021 Statewide Condition Percentage	FY2022 Target
Interstate	Good	42.00%	59.00%	70.0%	59.7%	38.90%	58.70%	> 50%
Interstate	Poor	0.00%	1.00%	0.0%	0.4%	0.10	0.30%	< 4%
Interstate	No Data	26.00%	3.00%	0.0%	0.7%	61.00%	41.00%	
Total		100%	100%				100%	
Non-Interstate	Good	39.00%	41.00%	42.2%	46.3%	36.70%	40.3%	> 50%
Non-Interstate	Poor	0.00%	1.00%	0.2%	0.8%	0.70%	0.70%	< 8%
Non-Interstate	No Data	19.00%	15.00%	0.4%	0.8%	62.60%	59.0%	
Total		100%	100%				100%	

Green highlight = meets FY2022 targets
 Peach highlight = does not meet FY2022 targets
 Gray = target

2021 pavement conditions are shown on the COMPASS TIP Viewer (interactive map) found on the COMPASS [website](#)³¹.

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).

Prevention Saves Costs

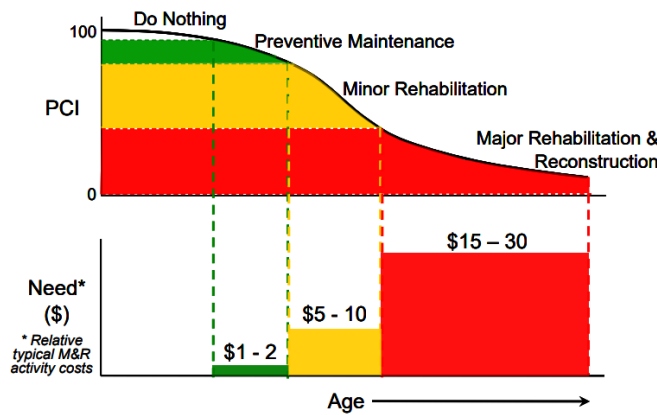


Figure 9: Pavement Asset Management Cycle, graphic from David Hein, PE, ARA, used with permission.

COMPASS currently does not have the tools to estimate exactly how projects will accomplish overall pavement condition goals. However, projects are selected by

³¹ 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.

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 FY2023-2029 TIP between FY2023 and FY2027, as projects beyond the first five years are “illustrative,” local agencies plan to spend:

- More than \$72 million on pavement condition improvements on local roadways
- About \$2.9 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 \$9 million on the interstate
- Almost \$62 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, FY2023-2027

Key Number	Project	NHS			Local, Not NHS
		Interstate	Non-Interstate	Local	
13905	10th Avenue ITS and Overlay, Caldwell			\$2,857,000	
23833	Access to Opportunity, Boise and Garden City				\$6,430,000
19951	Highway 30, Sand Hollow Road to SH-44, Canyon County				\$3,829,000
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	\$3,460,000			
23544	I-84, Interchange Ramps, District 3	\$5,691,000			
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County				\$3,239,000
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022				\$14,269,000
20122	Pavement Preservation and ADA, Phase 2, Boise Area – FY2022				\$2,569,000
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2023				\$1,034,000
NEW07	Reconnecting, Accessibility, and Improving Safety and Equity, Nampa				\$5,000,000
20674	Roadway and ADA Improvements, Boise Area – FY2025				\$8,087,000
21896	Roadway and ADA Improvements, Boise Area – FY2026				\$10,027,000
22390	Roadway and ADA Improvements, Boise Area – FY2027				\$9,920,000

Key Number	Project	NHS			Local, Not NHS
		Interstate	Non-Interstate	Local	
20259	Roadway and ADA Improvements, Part 1, Boise Area – FY2023				\$7,631,000
20612	SH-21, Pavement Preservation, Ada and Boise Counties		\$5,628,000		
23535	SH-21, Pavement Preservation, Boise		\$1,218,000		
23626	SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County		\$1,292,000		
23542	SH-55 (Eagle Road), I-84 to SH-44, Microseals, Ada County		\$3,297,000		
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation		\$22,071,000		
22699	SH-69, Pavement Preservation, Kuna to Meridian		\$2,627,000		
20536	US 20/26 and SH-44, Pavement Rehabilitation, Ada County		\$3,827,000		
22677	US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties		\$10,802,000		
23167	US-95, Parma North City Limit to I-84, Canyon and Payette Counties		\$9,578,000		
23162	US-95, Pavement Preservation, Canyon County		\$1,216,000		
Total		\$9,151,000	\$61,556,000	\$2,857,000	\$72,035,000

As of November 2022.

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.

Deferred maintenance is no longer required for local agencies in their annual reports and is currently unknown at a regional level.



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	FY2019 Regional Condition Percentage	FY2019 Statewide Condition Percentage	FY2020 Regional Condition Percentage	FY2020 Statewide Condition Percentage	FY2021 Regional Condition Percentage	FY2021 Statewide Condition Percentage	FY2022 Target
Good	29.09%	17.75%	28.38%	18.58%	33.00%	20.95%	At least 19%
Poor	0.45%	4.30%	0.00%	2.80%	2.30%	3.52%	<3%
Other	70.46%	77.95%	71.62%	81.42%	64.70%	75.53%	
Total	100%	100%	100%	100%	100%	100%	

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

Gray = target

2021 bridge conditions are shown on the COMPASS TIP View (interactive map) on the COMPASS [website](#)³².

In the COMPASS planning area, one bridge on the NHS is in poor condition: 10th Avenue just north of the railroad in the City of Caldwell. A replacement project for this bridge is not yet funded. However, over \$17 million is scheduled for improvements on NHS bridges and over \$23 million for bridges on non-NHS bridges. See Table 12 for a list of bridge projects in the TIP.

Table 12: Projects that Improve Bridge Condition in the FY2023-2029 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	\$1,706,000	
	Boise River	Good	1983			
	10 th Avenue	Good	1983			
RD209-28	*Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (includes two bridges)	No data	no data	Replace/Widen		\$8,971,000
20536	*Microseals, Ada and Canyon Counties (US 20/26 south of Front Street to south side of Boise River [Broadway Bridge])	Good	2016	Preservation	\$3,827,000	
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Obsolete	1922	New		\$13,709,000
23879	SH-21, Mores Creek Bridge Repair, Ada County	Fair	1953	Repair	\$6,550,000	
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian	Good	1956	Replacement	\$5,287,000	
Total					\$17,370,000	\$23,044,000

As of November 2022.

*Project cost includes the roadway segment.

³² 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.

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 [Valley Connect 2.0](#)³³.

The VRT Board of Directors approved service changes which were implemented on October 3, 2022. These changes add new fixed-route service in the City of Meridian and move VRT closer to the goals outlined in Valley Connect 2.0. The addition of the 30 Pine route results in first-time availability of Americans with Disability Act complementary paratransit service in the City of Meridian. This curb-to-curb service is provided to persons with disabilities who cannot use the fixed-route service. The paratransit service is available up to $\frac{3}{4}$ mile on either side of the 30 Pine route (and at the ends of the route).

The 45 Boise State University/College of Western Idaho (CWI) via Fairview route (formerly the 45 Boise State University/CWI Express) was rerouted from Interstate 84 to Cherry Lane/Fairview when traveling between Boise State University and CWI. This route provides more service opportunities in growing areas, increases transit access (536% increase in access for residents and 188% increase access to jobs) and repurposes low-performing service.

The October 3, 2022, service changes also impact the following routes:

- 7A Fairview/Ustick
- 40 Nampa/Meridian Express
- 42 Happy Day to Towne Square Mall
- 43 Caldwell Express

All transit service route changes are explained in more detail on VRT's [website](#)³⁴.

See Table 13 for a list of public transportation operations projects in the TIP. Almost \$29 million is scheduled for the operations of public transportation in the in the FY2023-2029 TIP. Note that some of the operating costs are funded with local funds by local agencies and are not reported in the TIP.

³³ Link to Valley Connect 2.0: www.valleyregionaltransit.org/planning/valley-connect-2-0/

³⁴ Link to maps regarding VRT's service changes: www.valleyregionaltransit.org/planning/service-changes/

Table 13: Projects for Public Transportation Operations in FY2023-2027, in the FY2023-2029 TIP

Key Number	Project	Years of Service	Type of Service	Total Cost
20043	Transit - Above and Beyond ADA Paratransit, Nampa Area	2023-2027	Paratransit	\$1,680,000
19691	Transit - Acquisition of Service, Boise Area, VRT	2023-2027	Purchase of Service	\$3,149,000
19464a	Transit - Acquisition of Service, Nampa Area, VRT	2023-2027	Purchase of Service	\$3,086,000
19983	Transit - Fixed Line Service, Rural Areas, TVT	2023-2024	Fixed Line	\$4,182,000
18786	Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT	2023-2027	Fixed Line and Mobility Management	\$9,323,000
19041	Transit - Operations - Mobility Management, Boise Area, VRT	2023-2027	Mobility Management	\$7,070,000
19464f	Transit – Operations, Kuna Senior Center	2023-2024	Operations	\$96,000
19464g	Transit – Purchase of Service Rural Areas, VRT	2023-2024	Purchase of Service	\$290,000
Total				\$28,576,000

As of November 2022.

Ridership

Total transit ridership from October 1, 2021, through August 31, 2022, increased over 20% from the same period of the prior year. However, total ridership is still down approximately 29% from the same period in FY2019 (pre-pandemic). (Note: not all ridership data is comparable between FY2019 and FY2022 due to availability of data between the two fiscal years, but the data is similar.)

See tabular and graphical representation ridership throughout FY2022 in Appendix B.

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), considering 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 FY2023 -

2029 TIP will help ITD reach future targets. Updated information is not available in time for this report.

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

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

Gray = target

Projects with an emphasis on safety in the FY2023-2029 TIP are shown in Table 15. Only projects shown between FY2023 and FY2027 are included in the analysis, as projects beyond FY2027 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 can 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 FY2023-2029 TIP are projected to prevent an estimated 792 crashes in Ada and Canyon Counties. Over \$442 million is budgeted towards projects with safety benefits.

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

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
13905	10th Avenue ITS and Overlay, Caldwell	\$3,016,000	Resurface pavement; lane use control on Interstate.	9.000%	-3.35
23883	2nd Street South, Safety Improvements, Nampa	\$1,552,000	Add streetlights, RRFB crossing, two-way two-lane, left turn lane and 4-5-foot paved shoulder.	32.000%	-20.76

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
23833	Access to Opportunity, Boise and Garden City	\$6,430,000	Signalize crossings; add intersection lighting, ADA ramps/signals, and multiuse bike/ped paths.	18.000%	-26.72
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$4,251,000	New bike/ped bridge; add guardrail	40.000%	-1.86
23313	Bicycle & Pedestrian, Permanent Automated Counters, Boise, COMPASS	\$8,000	One bike/ped counter.	No CMF	N/A
23026	Bicycle & Pedestrian, Permanent Automated Counters, Nampa, COMPASS	\$39,000	Five bike/ped counters.	No CMF	N/A
13484	Centennial Way Roundabout, Caldwell	\$4,352,000	From 6-legged to roundabout intersection (not interchange)	44.000%	-13.82
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	\$6,745,000	Widen to five lanes; bike/ped facilities both sides; roundabout.	27.000%	-1.74
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	\$5,300,000	Widen from 5 to 7 lanes; bike/ped facilities both sides.	0.078%	-5.28
23095	Five Mile Road Overpass and Widening, Boise	\$4,252,000	Widen from 2 to 5 lanes; bike/ped facilities both sides; widen bridge from 2 to 4 lanes; add sidewalks.	0.247%	-0.2
23591	Five Mile Road, I-84 Overpass Construction, Boise	\$10,522,000	Widen from 2 to 5 lanes; bike/ped facilities both sides; widen bridge from 2 to 4 lanes; add sidewalks.	0.158%	-0.13
RD203-04	Five Mile Road, Overland Road to Franklin Road, Boise	\$18,145,000	Widen to five lanes; bike/ped facilities both sides.	0.434%	-21.01

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	\$3,556,000	Widen lane; curb and gutter; sidewalks and ramps, roundabout; relocate power pole.	7.150%	-13.72
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	\$8,987,000	Intersection signal; relocate at-grade rail crossing; add access.	0.692%	-0.55
102497	Franklin Road, McDermott Road to Black Cat Road, Ada County	\$6,995,000	Widen road; bike/ped facilities both sides.	0.315%	-1.7
23324	Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise	\$1,891,000	Multiuse pathway; multiuse bridge over canal; pipe channel.	0.630%	-0.13
19951	Highway 30, Sand Hollow Road to SH-44, Canyon County	\$4,106,000	Rebuild highway; lighting; improve intersection; left-turn lanes both approaches.	0.059%	-1.09
22878	Homedale Road, Curve Improvements, Canyon Highway District	\$999,000	Widen bridge from 2 to 4 lanes; widen shoulders; thermoplastic rumble strips; flatten curve slopes.	0.324%	-0.26
23181	I-84 and I-184, Signage Replacement, Ada County - FY 2024	\$520,000	Bridge deck preservation; approach maintenance; guardrails.	0.027%	-20.06
23188	I-84 and SH-44 Interchange Replacement, Canyon County	\$17,317,000	Replace interstate bridge	0.580%	-3.13
23437	I-84, Centennial Interchange to Franklin Interchange, Caldwell	\$121,500,000	Widen Interstate; auxiliary lanes; improve drainage.	0.384%	-17.74
22746	I-84, Cole Road and Overland Road Interchange, Lighting Improvements, Boise	\$255,000	Upgrade two interchange lighting infrastructures.	0.259%	-6.42

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	\$3,666,000	Resurface pavement in Nampa and Meridian.	0.142%	-15.36
23544	I-84, Interchange Ramps, District 3	\$6,141,000	Restore ramp pavement surfaces.	0.873%	-106.64
23336	I-84, Karcher Road Interchange, Nampa	\$33,750,000	Widen I-84 Interchange; running right turn lane; additional lane.	0.485%	-28.71
23456	I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian	\$1,505,000	Evaluate adding I-84 Interchange auxiliary lanes (on and off ramps).	0.120%	-0.1
23708	I-84, Striping - FY2023	\$560,000	Restripe line in Ada, Canyon, Elmore, and Payette Counties.	0.129%	-45.81
23803	I-84, Striping - FY2024	\$725,000	Restripe line in Ada, Canyon, Elmore, and Payette Counties.	0.129%	-45.81
23804	I-84, Striping - FY2025	\$725,000	Restripe line in Ada, Canyon, Elmore, and Payette Counties.	0.129%	-45.81
23805	I-84, Striping - FY2026	\$725,000	Restripe line in Ada, Canyon, Elmore, and Payette Counties.	0.129%	-45.81
23806	I-84, Striping - FY2027	\$725,000	Restripe line in Ada, Canyon, Elmore, and Payette Counties.	0.129%	-45.81
22712	I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	\$2,122,000	Increase lanes; upgrade signalization; bike/ped lanes.	0.195%	-1.72
22602	Indiana and Orchard Shared Roadway, Canyon County	\$5,303,000	Four-foot paved shoulder for 1.5 miles.	0.290%	-6.73
RD207-29	Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County	\$6,318,000	Widen to five lanes; bike/ped facilities both sides.	0.219%	-3.29

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
RD207-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	\$12,948,000	Widen to five lanes; bike/ped facilities both sides.	0.217%	-1.47
RD207-30	Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County	\$6,160,000	Widen to five lanes; bike/ped facilities both sides.	0.224%	-3.77
RD216-05	Lake Hazel Road, Maple Grove Road to Cole Road, Ada County	\$4,061,000	Widen to five lanes; bike/ped facilities both sides.	0.540%	-3.78
RC0207	Linder Road, Overland Road to Franklin Road, Widen and Overpass, Meridian	\$25,063,000	Widen roadway.	0.570%	-5.36
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	\$8,971,000	Widen to five lanes; bike/ped facilities both sides; remove and replace two bridges.	0.931%	-9.49
RD207-19	Linder Road, US 20/26 (Chinden) to SH-44 (State), Ada County	\$20,907,000	Widen from 3 to 5 lanes; sidewalks and ramps; widen three bridges.	0.502%	-50.03
13487	Middleton Road and Ustick Road Roundabout, Caldwell	\$4,502,000	From 4-legged intersection to roundabout.	0.631%	-3.15
22016	Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County	\$3,470,000	Rehabilitate pavement; shared-use shoulder.	0.071%	-1.78
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	\$13,709,000	Construct separate two-lane bridge; convert old bridge to bike/ped bridge.	0.285%	-1.43
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	\$24,587,000	Widen to five lanes; bike/ped facilities both sides; three roundabouts; reconstruct intersection.	0.508%	-5.69
23917	Pathway, Canyon Street, Phase 2, Nampa	\$365,000	Widen pathway; extend 700 feet.	N/A	N/A
23307	Pathway, Federal Way and Broadway Avenue Multiuse Pathway, Boise	\$1,614,000	10-foot multiuse pathway; bike/ped facilities.	0.113%	-0.02

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
22385	Pathway, Greenbelt Completion, Boise State	\$873,000	Widen pathway from 8 to 12 feet.	N/A	N/A
13918	Pathway, Rail with Trail, Meridian	\$540,000	Multiuse path one-half mile long and parallel to railroad tracks; 8-foot separation between road and pathway where possible.	0.540%	-0.11
20542	Pathway, SH-55 (Eagle Road), Franklin to Pine, Meridian	\$700,000	Multiuse path widening sidewalk to 10 feet; lighting; and 8-foot separation between road and pathway where possible.	0.231%	-16.31
23685	Pathway, SH-55 (Eagle Road), McMillan to Bristol Heights, Boise	\$1,084,000	Multiuse pathway; 8-foot separation between road and pathway where possible.	0.540%	-0.22
22931	Pathway, SH-55, Bristol Heights to US 20.26, Boise	\$362,000	Design and construct multiuse pathway.	0.630%	-0.25
19465	Pavement Preservation and ADA, Phase 1, Boise Area - FY2022	\$14,269,000	Preserve pavement on 12 segments; improve adjoining sidewalks to be ADA compliant.	0.065%	-2.48
20122	Pavement Preservation and ADA, Phase 2, Boise Area - FY2022	\$2,569,000	Preserve pavement on 12 segments; improve adjoining sidewalks to be ADA compliant.	0.071%	2006
20006	Pavement Preservation and ADA, Phase 3, Boise Area - FY2022	\$1,111,000	Preserve pavement on 12 segments; improve adjoining sidewalks to be ADA compliant.	0.022%	-0.07
22101	Peckham Road Intersections, Canyon County	\$557,000	Reconstruct three rural intersections.	0.870%	-1.39

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
13964	Peckham Road, US-95 to Notus Road, Canyon County	\$4,341,000	Resurface pavement, curb and gutter; add 8-foot barrier between path and improved sidewalks.	0.055%	-0.26
22018	Pedestrian Improvements and Widening, Montana Avenue, Caldwell	\$2,358,000	Add sidewalk, pedestrian crossings, and RRFBs.	Zero previous ped crashes	N/A
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	\$307,000	Pedestrian crossing on highway.	Zero previous ped crashes	N/A
20537	Railroad Crossing, Benjamin Lane, Boise	\$336,000	Crossing signal; high-visibility crosswalk; constant warning detection.	Zero previous ped crashes	N/A
23378	Railroad Crossing, Cherry Lane, Nampa	\$550,000	Crossing signals; gates; resurface crossing pavement.	Zero previous ped crashes	N/A
23379	Railroad Crossing, Karcher Road, Nampa	\$550,000	Crossing signals; gates; resurface crossing pavement.	Zero previous ped crashes	N/A
20358	Railroad Crossing, Lemp Lane, Canyon County	\$260,000	Crossing signals; gates.	Zero previous ped crashes	N/A
20355	Railroad Crossing, Look Lane, near Caldwell	\$861,000	Relocate/realign crossing; crossing signals; gates; planking.	0.253%	-0.25
20606	Railroad Crossing, Old Fort Boise Road, Canyon County	\$250,000	Crossing signals; gates.	0.254%	-0.56
NEW07	Reconnecting, Accessibility, and Improving Safety and Equity, Nampa	\$5,000,000	Modernize and expand sidewalk network; shared-use path; pedestrian bridge; modernize two railroad underpasses.	0.312%	-0.25
20674	Roadway and ADA Improvements, Boise Area - FY2024	\$8,087,000	Preserve pavement; ADA adjoining sidewalks.	0.142%	-0.8

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
21896	Roadway and ADA Improvements, Boise Area - FY2026	\$10,027,000	Preserve pavement on two segments; ADA adjoining sidewalks.	0.142%	-9.88
22390	Roadway and ADA Improvements, Boise Area- FY2027	\$9,920,000	Preserve pavement, ADA adjoining sidewalks. Would have been higher decrease but no segments specified.	0.142%	-0.03
22816	Roadway and ADA Improvements, Boise Area - FY2028	\$8,349,000	Preserve pavement, ADA adjoining sidewalks. Would have been higher decrease but no segments specified.	0.142%	-0.03
23323	Roadway and ADA Improvements, Boise Area - FY2029	\$9,107,000	Preserve pavement, ADA adjoining sidewalks. Would have been higher decrease but no segments specified.	0.142%	-0.03
20259	Roadway and ADA Improvements, Part 1, Boise Area - FY2023	\$7,631,000	Preserve pavement; ADA adjoining sidewalks.	0.142%	-0.57
23409	SH-16, Franklin Road to Ustick Road, Canyon County	\$49,129,000	From 2 to 4 lanes; add two intersections; add three overpasses.	0.085%	-0.51
23410	SH-16, I-84 to Franklin Road, Nampa	\$19,580,000	Construct Interchange; lighting; increase shoulders; ramps with right turn; extend lanes.	0.334%	-0.2
23408	SH-16, Ustick Road to US 20/26, Ada County	\$78,708,000	Construct 4-lane segment with intersections; ramps; construct overpass.	0.623%	-9.84
23546	SH-19, Simplot Boulevard to I-84, Caldwell	\$1,856,000	Pavement surfaces restored.	0.142%	-5.06
23879	SH-21, Mores Creek Bridge Repair, Ada County	\$6,902,000	Repair and paint highway bridge and approaches.	N/A	N/A

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
20612	SH-21, Pavement Preservation, Ada and Boise Counties	\$5,628,000	Chip seal pavement surface.	0.142%	-1.42
23535	SH-21, Pavement Preservation, Boise	\$1,218,000	Sealcoat highway pavement surface.	0.142%	-0.91
20266	SH-44 (State Street), SH-16	\$7,671,000	Add westbound and eastbound lanes.	0.024%	-7.73
20574	SH-44 (State Street), Star Road to SH-16, Ada County	\$13,324,000	Widen highway adding lanes both directions.	0.024%	-7.49
23182	SH-44, RWIS near SH-16, Ada County	\$519,000	Install RWIS	0.018%	-1.66
22717	SH-45 and Locust Lane Intersection, Nampa	\$2,851,000	Highway traffic signal.	0.440%	-2.29
23561	SH-45, Deer Flat Road to I-84B, Canyon County	\$10,294,000	Restore highway pavement surfaces.	0.188%	-2.29
23626	SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County	\$1,292,000	Sealcoat highway pavement surface.	0.142%	-26.38
23542	SH-55 (Eagle Road), I-84 to SH-44, Microseals, Ada County	\$3,297,000	Sealcoat highway pavement surface.	0.142%	-62.82
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon	\$178,834,000	Widen highway; median traffic separation; signalization each mile; U-turns at half-miles.	1.307%	-73.7
23335	SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County	\$38,400	Engineer and acquire ROW to widen corridor from 2 to 5 lanes)	0.325%	-6.24
23163	SH-55, Pavement Preservation, Owyhee and Canyon Counties	\$962,000	Sealcoat highway pavement surface.	0.142%	-1.14
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	\$22,071,000	Rehabilitate 18 miles of highway pavement.	0.142%	-4.4
22699	HS-69, Pavement Preservation, Kuna to Meridian	\$2,627,000	Sealcoat highway pavement surface.	0.142%	-21.21

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
IN210-03	State Street, Hertford Way to Ellens Ferry, Boise	\$8,555,000	Widen north/south legs to four lanes and east/west legs to seven lanes; bike/ped transit facilities.	0.319%	-7.16
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	\$3,036,000	Widen to five lanes; bike/ped facilities both sides.	0.217%	-2.82
23179	Transit - State Street Premium Corridor, Part 2, Boise Area, VRT	\$10,571,000	Accessible bus stops; lighting; multiuse pathway; bicycle crossings and lanes; street crossings.	0.461%	-105.98
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	\$67,146,000	Widen highway; median traffic separation; add two intersection signalizations.	0.687%	-39
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian, and Eagle	\$7,688,000	Widen highway; add lane in both directions; upgrade signalization.	0.285%	-21.6
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	\$18,620,000	Widen highway.	0.570%	-19.95
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	\$15,607	Widen highway; add lane in both directions; bike/ped facilities.	0.270%	-8.53
20227	US 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian	\$851,000	Replace highway culvert due to restrictions for freight.	N/A	N/A
20536	US 20/26 and SH-44, Pavement Rehabilitation, Ada County	\$3,827,000	Restore pavement surfaces to three segments.	0.142%	-8.32
22677	US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties	\$10,802,000	Surface treatments to four segments in Ada and Canyon Counties	0.218%	-71.23

Key Number	Project ¹	Total Cost	Counter Measures ²	Expected % Change Based on CMF ³ Data	Expected Actual Change in Crashes ⁴
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	\$233,634,000	Engineer and ROW to widen corridor from 2 to 5 lanes; intersection signalization at each mile.	1.455%	-5.242
23167	US-95, Parma North City Limit to I-84, Canyon and Payette Counties	\$9,578,000	Resurface pavement on rural highway.	0.260%	-3.07
23162	US-95, Pavement Preservation, Canyon County	\$1,216,000	Sealcoat highway pavement surface.	0.142%	-6.11
200919	Ustick Road, Black Cat Road to Ten Mile Road, Meridian	\$4,686,000	Widen roadway; bike/pedestrian facilities both sides.	0.162%	-2.14
203719	Ustick Road, Star Road to McDermott Road, Ada County	\$5,677,000	Widen roadway to five lanes; bike/ped facilities both sides.	0.292%	-2.69
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	\$7,390,000	Widen roadway to five lanes; bike/ped facilities both sides.	0.232%	-3.39
22600	Western Heritage Byway, Swan Falls Road, ACHD	\$6,664,000	Add five-foot shoulder; improve accessibility.	0.097%	-0.39
Total Cost and Projected Reduction in Crashes		\$442,271,000			-792 crashes

As of November 2022.

¹Only safety projects with construction in the first five years of the TIP are included in this table.

²Only safety improvements that have Crash Modification Factors applied are analyzed here.

³CMF=Crash Modification Factors

⁴Based 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 and safety performance for public transportation.

Table 16: Valley Regional Transit Public Transportation Safety Targets

	FY2022 Target Fixed Route	FY2022 Actual Fixed Route	FY2022 Target Demand-Response	FY2022 Actual Demand-Response
Fatalities				
Total number of fatalities report to the NTD	0	0.00	0	0.00
Rate of fatalities per total VRM	0	0.00	0	0.00
Injuries				
Total number of injuries reported to the NTD	2	7.00	3	1.00
Rate of injuries per total VRM	0.12	0.00	0.03	0.00002
Safety Events				
Total number of safety events reported to the NTD	5	14.00	3	1.00
Rate of safety events per total VRM	0.21	1.001130	0.34	0.162785
System Reliability				
Mean distance between major mechanical failures by mode (VRM)	16,643.92	26,892.69	11,151.84	87,758.29

Approved November 2022.
 NTD=National Transit Database
 VRM=Vehicle Revenue Miles
 Green highlight = meets FY2022 targets
 Peach highlight = does not meet FY2022 targets
 Gray = target

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 \$43 million is programmed for planning and studies to further transportation improvements from FY2023 through FY2027. See Table 17 for a list of support projects in the TIP.

Table 17: Support Projects in FY2023-2027, in the FY2023-2029 TIP

Key Number	Project	Years of Service	Type of Service	Total Cost
23456	I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian	2022-2023	Study	\$1,505,000
23599	MS4 Permit and Storm Water Management Program, Ada County	2023	Program Development and Documentation	\$250,000
18854	Planning and Mobility Implementation, Boise Area, VRT	2023-2027	Planning	\$6,287,000

Key Number	Project	Years of Service	Type of Service	Total Cost
18842	Planning and Mobility Implementation, Nampa Area, VRT	2023-2027	Planning	\$5,729,000
20271	Planning, Communities in Motion Update, COMPASS	2023-2026	Planning	\$636,000
20560	Planning, COMPASS – FY2023	2023	Planning	\$232,000
21889	Planning, COMPASS – FY2024	2024	Planning	\$331,000
22387	Planning, COMPASS – FY2025	2025	Planning	\$430,000
22800	Planning, COMPASS – FY2026	2026	Planning	\$232,000
23327	Planning, COMPASS – FY2027	2027	Planning	\$331,000
22108	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2023	2023	Planning	\$1,459,000
22494	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2024	2024	Planning	\$1,459,000
22998	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2025	2025	Planning	\$1,459,000
23401	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2026	2026	Planning	\$1,459,000
23772	Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2027	2027	Planning	\$1,459,000
19144	Planning, FTA Metropolitan Planning Funds, COMPASS	2023-2027	Planning	\$2,080,000
23182	SH-44, RWIS near SH-16, Ada County	2024	Data Collection	\$519,000
23630	Study (PEL), SH-44, I-84 to Star Road, Canyon County	2023	Study	\$3,000,000
22394	Study, Big Data Purchase, COMPASS	2025	Study	\$150,000
23311	Study, Chinden Drainage and Design Plan, Garden City	2025	Study	\$200,000
23312	Study, Coordinate Local Waterway-Pathway Plans, COMPASS	2025	Study	\$120,000
22395	Study, Fiscal Impact Analysis, COMPASS	2023	Data Tool	\$60,000
23341	Study, I-84, SH-44 to Centennial Way, Canyon County	2024	Study	\$3,700,000
23676	Study, Safety Action Plan, COMPASS	2027	Study	\$250,000
23175	Study, SH-16, SH-44 to Junction SH-52, Environmental Reevaluation	2023	Study	\$3,000,000
7827	Study, SH-44, Star Road to SH-44 (Eagle Road)	2023	Study	\$6,516,000
23677	Study, Transportation Demand Management Plan, COMPASS	2027	Study	\$150,000
Total				\$43,003,000

As of November 2022.

System Performance

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

Almost \$1.3 billion is budgeted to improve system performance in various ways in Ada and Canyon Counties in the FY2023-2029 TIP between FY2023 and FY2027 (Table 18).

Table 18: Projects that Improve System Performance Between FY2023 and FY2027 in the FY2023-2029 TIP

Key Number	Project	Entity/NHS?	Treatment	Total Project Cost
13905	10th Avenue ITS and Overlay, Caldwell	Non-Interstate/Yes	Overlay and ITS	\$3,016,000
13484	Centennial Way Roundabout, Caldwell	Non-Interstate/Yes	Roundabout	\$4,352,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	Non-Interstate/No	Widen	\$6,745,000
RC0133	Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian	Non-Interstate/Yes	Widen	\$5,300,000
23095	Five Mile Road Overpass and Widening, Boise (Design and Right-of-Way)	Non-Interstate/No	Widen and Replace Overpass	\$4,252,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	Non-Interstate/No	Intersection Improvements	\$3,556,000
22878	Homedale Road, Curve Improvements, Canyon Highway District	Non-Interstate/No	Widen	\$999,000
23437	I-84, Centennial Interchange to Franklin Interchange, Caldwell	Interstate/Yes	Widen	\$121,500,000
23336	I-84, Karcher Road Interchange, Nampa	Interstate/Yes	Widen	\$33,750,000
22712	I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	Interstate/Yes	Intersection Improvements	\$2,122,000
RD209-18	Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County	Non-Interstate/No	Widen	\$12,948,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	Non-Interstate/No	Widen	\$8,971,000
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Non-Interstate/No	Intersection Improvements	\$4,502,000
13494	Old Highway 30, Plymouth Street Bridge, Caldwell	Non-Interstate/No	Widen	\$13,709,000
RD207-01	Orchard Street Realignment, Gowen Road to Victory Road, Boise	Non-Interstate/No	Realign and Widen	\$24,587,000

Key Number	Project	Entity/NHS?	Treatment	Total Project Cost
22101	Peckham Road Intersections, Canyon County	Non-Interstate/No	Intersection Improvements	\$557,000
23409	SH-16, Franklin Road to Ustick Road, Canyon County	Non-Interstate/No	New	\$49,129,000
23410	SH-16, I-84 to Franklin Road, Nampa	Non-Interstate/No	New	\$51,122,000
20788	SH-16, I-84 to US 20/26 and SH-44, Ada and Canyon Counties	Non-Interstate/No	New	\$274,173,000
23408	SH-16, Ustick Road to US 20/26, Ada County	Non-Interstate/No	New	\$78,708,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Non-Interstate/Yes	Widen	\$7,671,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Non-Interstate/Yes	Widen	\$13,324,000
22715	SH-55 (Karcher Road), Farmway Road to Middleton Road, Canyon	Non-Interstate/Yes	Widen	\$178,834,000
IN210-03	State Street, Hertford Way to Ellens Ferry, Boise	Non-Interstate/No	Widen	\$9,131,000
RC0299	Ten Mile Road, Victory Road to Overland Road, Meridian	Non-Interstate/No	Widen	\$3,036,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Non-Interstate/Yes	Widen	\$67,146,000
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	Non-Interstate/Yes	Widen	\$7,688,000
20367	US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County	Non-Interstate/Yes	Widen	\$15,607,000
23337	US 20/26, Middleton Road to Star Road, Ada and Canyon Counties	Non-Interstate/Yes	Widen	\$233,634,000
200919	Ustick Road, Black Cat Road to Ten Mile Road, Meridian	Non-Interstate/Yes	Widen	\$4,686,000
RD207-24	Ustick Road, Ten Mile Road to Linder Road, Meridian	Non-Interstate/Yes	Widen	\$7,390,000
Total				\$1,252,145,000

As of November 2022.

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.



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 19).

Table 19: Level of Travel Time Reliability and FY2022 Targets

Interstate							
Condition	FY2019 Regional Percentage	FY2019 Statewide Percentage	FY2020 Regional Percentage	FY2020 Statewide Percentage	FY2021 Regional Percentage	FY2021 Statewide Percentage	FY2022 Target
Reliable	90.40%	97.20%	95.40%	98.60%	95.90	98.80%	> 90%
Not Reliable	9.60%	2.80%	4.60%	1.40%	4.10%	1.20%	
Total	100%	100%	100%	100%	100%	100%	
Non-Interstate							
Condition	FY2019 Regional Percentage	FY2019 Statewide Percentage	FY2020 Regional Percentage	FY2020 Statewide Percentage	FY2021 Regional Percentage	FY2021 Statewide Percentage	FY2022 Target
Reliable	76.20%	84.80%	82.60%	89.50%	85.00%	91.10%	> 70%
Not Reliable	23.80%	15.20%	17.40%	10.50%	15.00%	8.90%	
Total	100%	100%	100%	100%	100%	100%	

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.

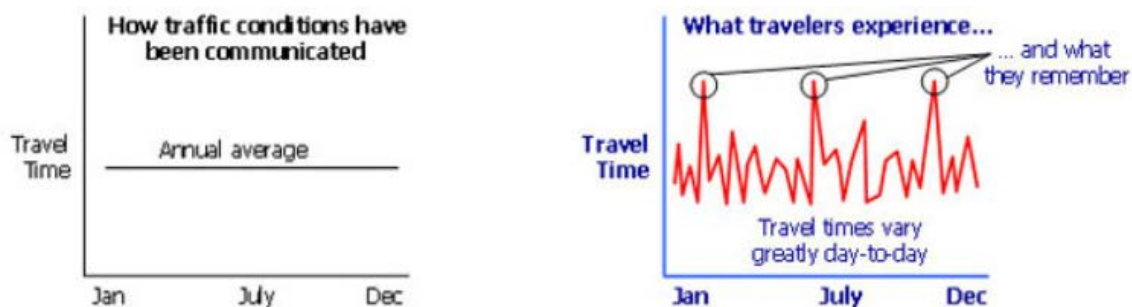


Figure 10: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure website

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) 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.

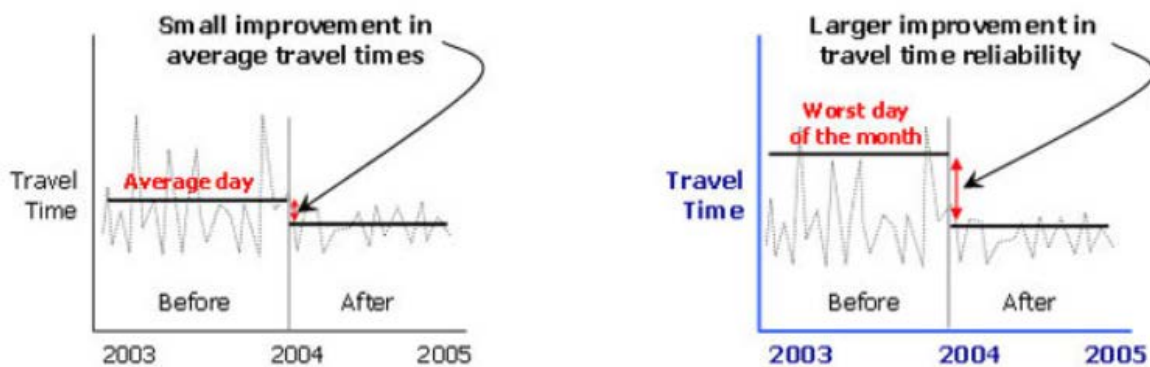


Figure 11: Sample Improvements in Average Travel Times, from FHWA's Performance Measure website

The 2020 level of travel time reliability on the NHS is provided in the 2020 Congestion Management Annual Report, available on the COMPASS [website](#)³⁵. Figure 12, below, is an excerpt of this report showing segments (by direction) that are reliable (gray) and not reliable (red).

³⁵ 2020 Congestion Management Annual Report: https://www.compassidaho.org/documents/prodserv/reports/2020_Congestion_Management_Annual_Report.pdf

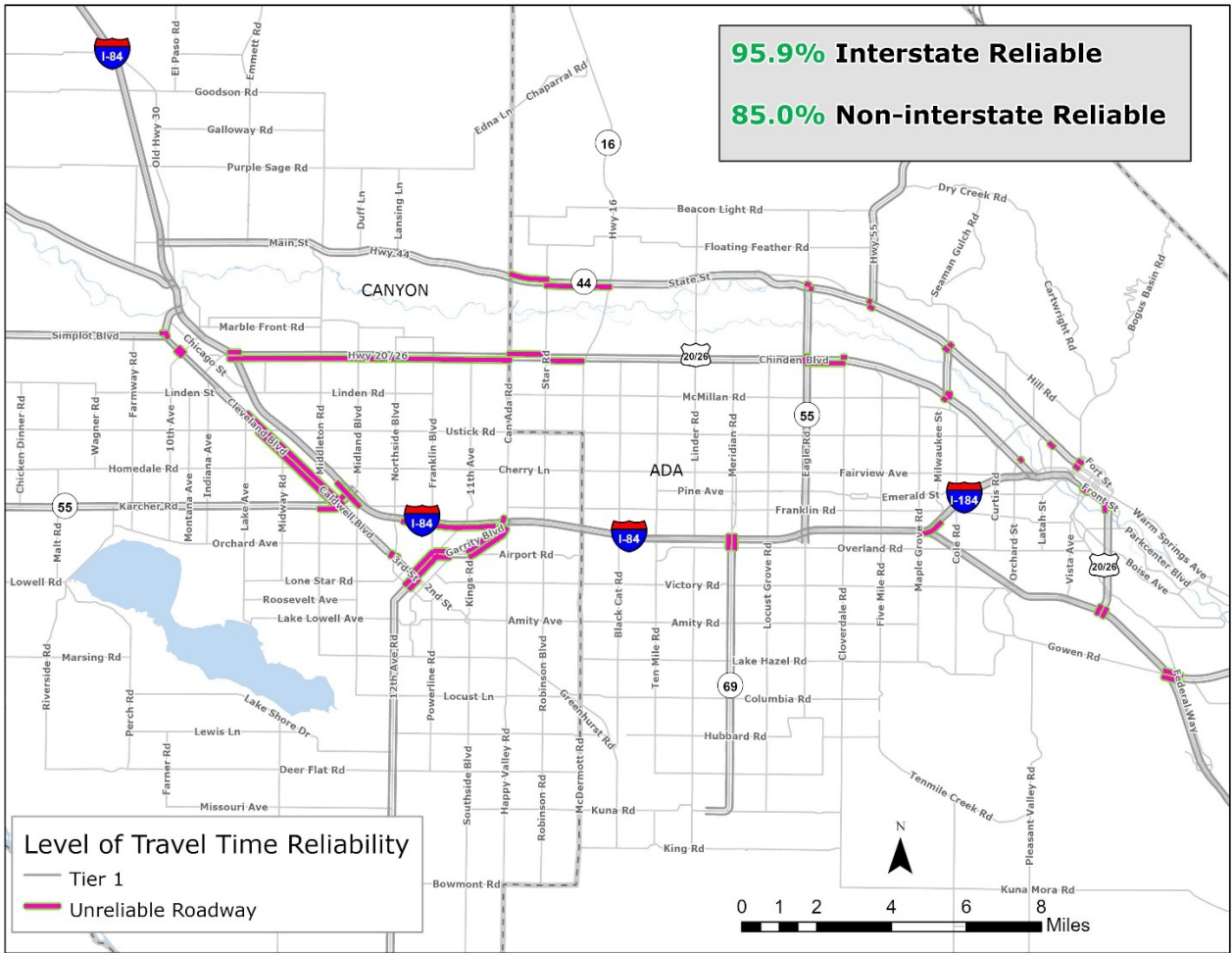


Figure 12: 2021 NHS Level of Travel Time Reliability

In the FY2023-2029 TIP, almost \$1.1 billion 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 20). 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 20: Truck Travel Time Reliability and FY2022 Target

Interstate							
Condition	FY2019 Regional Reliability Score	FY2019 Statewide Reliability Score	FY2020 Regional Reliability Score	FY2020 Statewide Reliability Score	FY2021 Regional Reliability Score	FY2021 Statewide Reliability Score	FY2022 Target
Reliable	1.50	1.20	1.32	1.17	1.46	1.18	<1.3

Green highlight = meets 2022 target
 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 21 for an example of how the index works.

Table 21: Truck Travel Time Reliability (TTTR) Index Example

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

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

The 2020 truck travel time reliability on the interstate is provided in the 2020 Congestion Management Annual Report, available on the COMPASS [website](#)³⁶. Figure 13, below, is an excerpt of this report showing segments that are considered fair (orange) and poor (pink) in regard to truck travel time reliability on the interstate system.

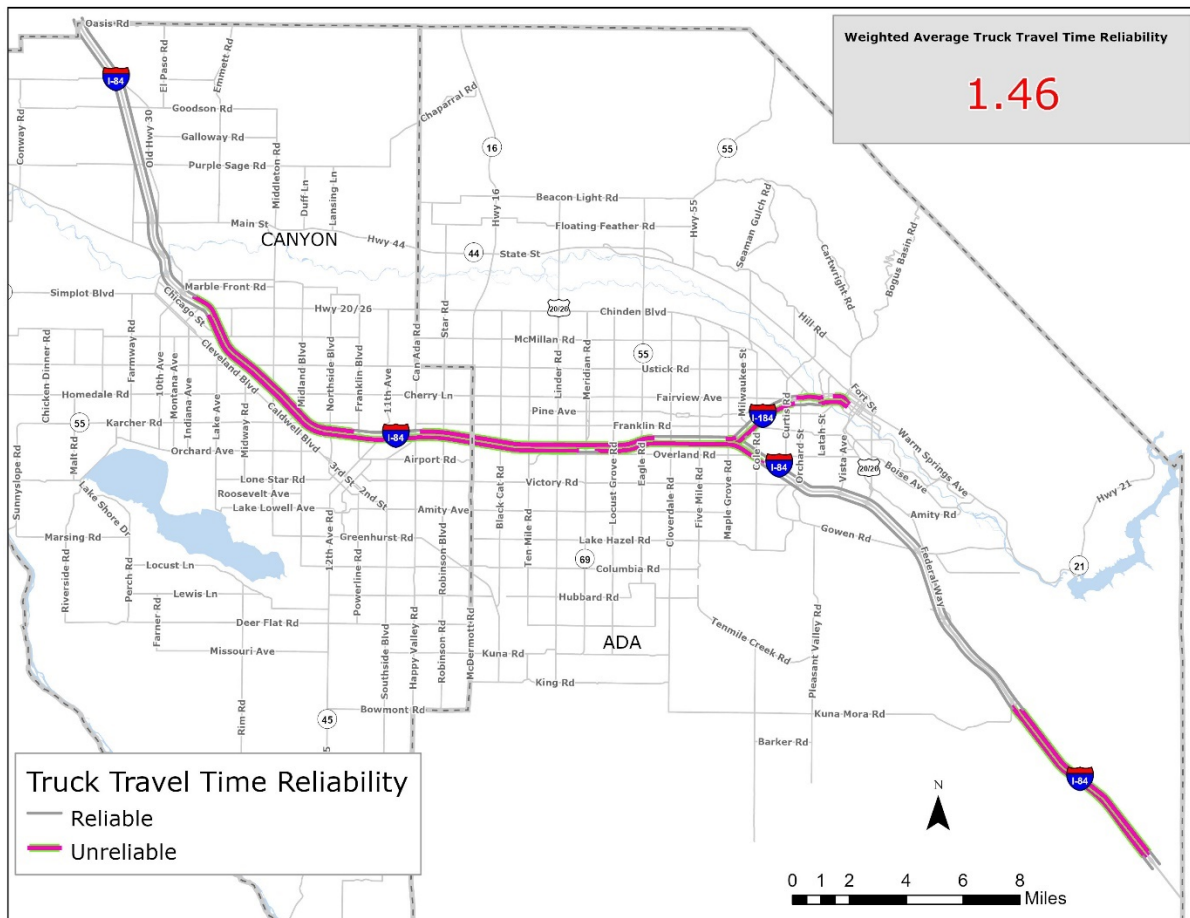


Figure 13: 2021 Truck Travel Time Reliability on the Interstate

Almost \$127 million is budgeted to improve truck travel time reliability on Interstate 84 in the FY2023-2029 TIP (Table 22). 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](#)³⁷.

Several projects were funded over the last few years that are currently under construction. These projects will increase capacity on the interstate in segments

³⁶ 2020 Congestion Management Annual Report: https://www.compassidaho.org/documents/prodserv/reports/2020_Congestion_Management_Annual_Report.pdf

³⁷ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

currently considered fair to poor in truck travel time reliability. These projects are not specifically shown in the FY2023-2029 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

Table 22: Projects that Improve Truck Travel Time Reliability on the Interstate in the FY2023-2029 TIP

Key Number	Project*	Treatment	Total Project Cost
23437	I-84, Centennial Interchange to Franklin Interchange, Caldwell	Widen	\$121,500,000
20212	I-84, Garryity Interchange to Ten Mile Interchange, Canyon and Ada Counties	Resurface	\$3,666,000
23456	I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian	Study/ Design to add Auxiliary Lane	\$1,505,000
Total			\$126,671,000

As of November 2022.



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 because of this funding are reported. See page 16 for more information on how CMAQ funds are used in Idaho.

VI. AIR QUALITY CONFORMITY

The Clean Air Act mandates any transportation project in nonattainment or maintenance areas using federal funds or deemed to be “regionally significant,” as defined by the Interagency Consultation Committee, 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 FY2023-2029 TIP meet air quality conformity requirements for Northern Ada County.

The [Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update](#)³⁸ 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 FY2023-2029 TIP. The [Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan](#)³⁹ does not contain any motor vehicle emissions budgets. However, COMPASS conducts a build versus no-build carbon monoxide emissions analysis per the carbon monoxide limited maintenance plan in accordance with EPA's limited maintenance plan option.

The complete air quality conformity demonstration, *Conformity Demonstration for the FY2023-2029 Regional Transportation Improvement Program, Communities in Motion 2040 2.0 amendment, and Communities in Motion 2050*, Report Number 02-2023, is provided under separate cover and can be found [online](#).⁴⁰

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:

³⁸ Northern Ada County Maintenance Plan:

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

³⁹ Northern Ada County Second 10-Year Carbon Monoxide Limited Maintenance Plan:

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

⁴⁰ Air Quality Conformity Demonstration: <http://www.compassidaho.org/prodserv/aq-demo.htm>.

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

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

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

Blueprint Boise, City of Boise, November 2011.

Campus Master Plan, Boise State University, January 2016.

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

Downtown Boise Mobility Study, VRT, October 2005.

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

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

Idaho Public Transportation Plan, ITD, April 2018.

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

Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update, DEQ, March 2013⁴¹.

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.

Valley Connect 2.0, VRT, April 2018.

⁴¹ 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

The Infrastructure Investment and Jobs Act (IIJA) (also known as the Bipartisan Infrastructure Law [BIL]), Public Law No 117-58, is the current federal transportation authorization act. The IIJA became law on November 15, 2021 and establishes funding authorization for FY2022 through FY2026.

The FAST Act transportation program structure continues under the IIJA with the additional three new programs; the Carbon Reduction Program, the Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) program, and the National Electric Vehicle Infrastructure (NEVI) program.

Highway funding assumptions for individual funding sources are based on apportionment levels provided in the IIJA 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 IIJA. FY2027 through FY2029 funding levels are flat-lined based on FY2026 funding levels in IIJA, as IIJA expires in FY2026.

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 consider projected revenues, the reservation of state matching funds for federal aid, and other operational needs not shown in ITD's funding program.

The amount of state highway funding can be impacted by legislation passed in any given year. There were several bills passed during the FY2022 legislative session that influenced transportation funding.

House Bill 772 authorized General Fund transfers of \$120,000,000 to the Strategic Initiative Program and \$80,000,000 to the Local Highway Distribution Fund.

House Bill 787 authorized a General Fund transfer of \$100,00,000 to the Transportation Expansion and Congestion Mitigation (TECM) fund and approved bonding up to \$325,000,000.

Senate Bill 1231 repealed the requirement to provide a report on collection and use of House Bill 312 revenue.

Senate Bill 1359 authorized a General Fund transfer of \$252,900,000 million to dedicated funds of which went to the Aeronautics Program, \$18,000,000 went to the Strategic Initiatives Program, \$210,000,000 went to the Strategic Initiatives (Local) Program, and \$18,500,000 went to the GARVEE Debt Service Fund.

The estimated state funding for FY2023 through FY2029 for highway capital construction ranges from \$232,800,000 to \$433,9000,000 annually.

3. Bonding Debt Assumptions

ITD uses Grant Anticipation Revenue Vehicle (GARVEE) revenue bonds to help fund transportation projects. These bonds do not pledge the full faith and credit of the state. Idaho Code allows no more than 30% of ITD's federal apportionment to be used for debt service. The department uses federal highway revenue to repay the bonds. 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 \$64,600,000 annually, including the original \$857,000,000 and the new \$300,000,000 legislative authorization. Approximately \$60,000,000 of the debt service are federal funds and approximately \$4,600,000 are state matching funds.

In 2022, the Idaho Transportation Board approved issuance of \$1.6 billion in bonds as part of the Leading Idaho initiative to fund safety and expansion projects around the state of Idaho. The first bonds were issues in early 2022 for \$216,000,000. Debt service on this first state bond series is approximately \$13,100,000 annually.

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.

Under IJJA, estimated federal funding for the rural and small urban programs through ITD is estimated at \$18,300,000 in FY2023. Estimated funding for non-ITD recipients (transit service providers in the urbanized areas) is \$17,400,000 in FY2023.

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; therefore, all projects are listed individually in the COMPASS TIP.

Financial Status of ITD Projects

The FY2023-2029 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 32.0% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 52.7% 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 15.2% from other revenues such as local match (Table 23).

Table 23: ITD Appropriations – FY2023 (as of March 23, 2022)

Fund Sources	State	Federal	Other	Total
Distribution of Highway User Revenue to ITD	\$342.9	-	-	\$342.9
Cigarette Tax – for Debt Service (state match)	\$4.9	-	-	\$4.9
Cigarette Tax – for Transportation Expansion/Congestion Mitigation (TECM)	-	-	-	-
4% Sales Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$80.7	-	-	\$80.7
Aviation Fuel Tax	\$2.2	-	-	\$2.2
Federal	-	\$470.6	-	\$470.6
Local Match	-	-	\$7.9	\$7.9
Services for State Agencies	-	-	\$0.3	\$0.3
Miscellaneous State	\$39.4	-	-	\$39.4
FHWA Funds Appropriated as State	-	-	-	-
General Fund Transfer In	\$220.0	-	\$210.0	\$430.0
Beginning Cash	\$53.1	-	-	\$53.1
Cash Adjustment	-	-	-	-
Total Fund Sources	\$743.1	\$470.6	\$218.1	\$1,431.858
Expenditures				
Personnel	\$132.4	\$16.5	\$0.4	\$149.2
Operating	\$86.1	\$11.2	\$0.2	\$97.5
Capital Facilities	\$22.7	-	-	\$22.7
Equipment	\$36.5	-	-	\$36.5
Sub-Grantee (Pass-Through)	\$1.5	\$29.3	-	\$30.8
Contract Construction and Right-of-Way Acquisition	\$279.6	\$339.4	\$216.6	\$835.6
TECM Debt Service and Capital Project Fund	\$180.0	-	-	\$180.0
Total Expenditures (pending authority)	\$738.7	\$396.4	\$217.2	\$1,352.3
	52.2%	32.4%	15.4%	
GARVEE Debt Service	\$4.9	\$0.2	-	\$65.0
TECM Debt Service	\$7.8	-	-	\$7.8
Total Program Funding	\$751.4	\$456.6	\$217.2	\$1,425.2
	52.7%	32.0%	15.2%	
Funds in Excess of Appropriation	(\$8.3)	\$13.9	\$1.0	\$6.7

Amounts in millions and rounded.

HDA revenue is obtained from various sources and distributed to multiple agencies. ITD's revenue forecast (Table 24) provides the summary of how these funds are forecasted for FY2023.

Table 24: ITD Highway User Revenue - FY2023

Revenue Sources	HDA	New Revenue	Total
Motor Fuel Taxes	\$323.4	\$82.8	\$406.2
Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection	(\$22.1)		(\$22.1)
Less: Ethanol transfer to ITD	(\$20.4)		(\$20.4)
Net Motor Fuel to Distribute	\$280.9	\$82.8	\$363.7
Registrations	\$134.0	\$42.3	\$176.3
Other	\$11.7	\$0.0	\$11.7
Net to Distribute	\$426.6	\$125.1	\$551.6

Distributions	HDA	New Revenue	Total
ITD (58% HDA) / (60% New Revenue)	\$247.4	\$75.1	\$322.5
Ethanol Transfer to ITD	\$20.4	\$0.0	\$20.4
Total to ITD	\$267.8	\$75.1	\$342.9
Idaho State Police (3% HDA) / (0% New Revenue)	\$12.8		\$12.8
Locals (39% HDA) / (40% New Revenue)	\$166.4	\$50.0	\$216.4
Total Distributions	\$426.6	\$125.1	\$551.7

Sub-Allocation of Locals Distribution	HDA	New Revenue	Total
Locals (39% HDA) / (40% New Revenue)	\$166.4	\$50.0	\$216.4
Less: LHTAC	(\$0.5)	(\$0.2)	(\$0.7)
Net Local to Distribute	\$165.9	\$49.8	\$215.7
Cities (30%)	\$49.8	\$14.9	\$64.7
Counties and Highway Districts (70%)	\$116.1	\$34.9	\$151.0

Amounts in millions and rounded and may not add, due to rounding.
 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 FY2023 through FY2029. 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 25). The amounts shown include the match and federal funds estimated to be available to programmed projects.

Table 25: Available Funding* with Match vs. Programmed Projects FY2023-2029 **Draft** Idaho Transportation Investment Program (as of 6/29/2022)

Amounts in \$1,000 and rounded and Year of Expenditure.

Idaho Transportation Investment Program (ITIP)																
Program Name	Statewide Transportation Improvement Program (STIP)								FY2027*		(PREL for Locals)		FY2029*		Sum FY2023-2029	
	FY2023*		FY2024*		FY2025*		FY2026*				FY2028*					
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Pavement Preservation	69,451	47,172	55,371	60,230	57,634	35,614	54,987	44,689	53,261	49,040	52,270	44,523	51,835	43,935	394,809	325,203
Pavement Restoration	162,052	178,159	129,198	84,668	134,480	102,943	128,303	87,926	124,275	86,789	121,964	70,696	120,949	76,755	921,221	687,936
State Highway System (SHS) Pavements	231,503	225,331	184,569	144,898	192,115	138,557	183,290	132,615	177,535	135,829	174,235	115,219	172,784	120,690	1,316,030	1,013,139
Bridge Preservation	15,000	37,167	19,608	15,401	19,223	19,783	18,846	21,843	18,477	18,335	18,115	18,597	17,759	19,143	127,029	150,269
Bridge Restoration	65,000	47,874	78,431	67,481	76,894	80,705	75,386	72,863	73,908	63,079	72,458	73,570	71,038	78,304	513,114	483,876
SHS Bridges	80,000	85,041	98,039	82,882	96,117	100,488	94,232	94,706	92,385	81,414	90,573	92,167	88,797	97,447	640,143	634,145
Supporting Infrastructure Assets	7,000	11,719	14,167	14,381	13,889	15,018	13,617	13,699	13,350	13,219	13,088	13,089	12,831	11,010	87,941	92,135
Safety – Rest Areas	-	-	-	-	-	-	-	-	-	-	-	1,310	-	-	-	1,310
Safety	12,216	35,807	12,225	34,464	12,233	15,910	12,242	18,219	12,002	66,629	11,767	47,133	11,536	49,642	84,221	267,804
Capacity	47,784	49,058	46,599	67,300	45,437	90,395	44,297	84,664	43,429	30,501	42,577	10,425	41,742	8,900	311,865	341,243
Safety & Capacity Total	60,000	84,865	58,824	101,764	57,670	106,305	56,539	102,883	55,431	97,130	54,344	57,558	53,278	58,542	396,086	609,047
(Row 4+7+8+9+12) SHS CORE	378,503	406,956	355,598	343,925	359,790	360,368	347,678	343,903	338,700	327,592	332,239	279,343	327,691	287,689	2,440,200	2,349,776
Early Development	-	256,210	-	602,300	-	704,200	-	155,000	-	-	-	-	-	217	-	1,717,927
Leading Idaho	138,000	48,665	120,000	85,800	120,000	77,591	120,000	30,000	120,000	-	120,000	-	120,000	-	858,000	-
TECM Program	194,700	180,700	66,000	56,046	49,500	325	33,000	125	16,500	-	-	-	-	-	359,700	237,196
TECM Debt Service + Fees & Interest	20,000	-	20,000	-	20,000	-	20,000	-	20,000	-	20,000	-	20,000	-	365,000	-
Formula Debt Service + Fees & Interest	63,226	63,226	63,314	63,314	63,430	63,430	63,543	63,543	65,046	65,046	67,030	67,030	66,499	-	452,088	385,589
SHS Strategic	415,926	548,801	269,314	807,460	267,930	845,546	266,543	248,668	281,546	65,046	267,030	67,030	266,499	217	2,034,788	2,340,712
System Support	6,500	12,674	6,500	8,816	6,500	8,651	6,500	10,962	6,500	1,050	6,500	1,265	6,500	3,540	45,500	46,958
State Board Unallocated	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	70,000	70,000
Carbon Reduction Program	9,956	-	9,956	-	10,057	-	10,159	-	10,062	-	9,967	-	9,874	-	70,032	-
PROTECT Program	11,321	-	11,321	-	11,435	-	11,552	-	11,442	-	11,334	-	11,228	-	79,631	-
Electric Vehicle Program	5,532	-	7,804	-	7,828	-	7,654	-	7,581	-	7,510	-	7,439	-	51,249	-
SHS Other	43,309	22,674	45,581	18,816	45,720	18,651	45,865	20,962	45,585	11,050	45,311	11,265	45,042	13,540	316,412	116,958
Planning & Scoping	-	2,025	-	2,330	-	1,650	-	250	-	250	-	250	-	250	-	7,005
Metropolitan Planning (MPOs)	2,351	2,154	2,398	2,154	2,446	2,154	2,495	2,154	2,495	2,154	-	2,154	-	2,154	12,186	15,081
State Planning and Research	9,066	7,090	9,249	7,090	9,435	7,066	9,624	7,066	9,624	7,066	-	-	-	-	46,998	35,378
Highway Planning	11,417	11,269	11,647	11,574	11,881	10,870	12,119	9,470	12,119	9,470	-	2,404	-	2,404	59,183	57,464
Recreational Trails	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	-	1,711	-	1,711	8,553	11,977
Transportation Alternatives (TAP)	7,260	7,261	7,437	9,441	7,618	7,621	7,803	4,834	7,803	-	-	-	-	-	37,921	29,157
Freight	10,746	8,168	10,746	-	10,746	4,167	10,746	2,760	10,535	-	10,329	-	10,126	-	73,975	15,096
Congestion Mitigation/Air Quality (CMAQ)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Statewide Competitive	19,717	17,141	19,894	11,152	20,075	13,499	20,259	9,305	20,049	1,711	10,329	1,711	10,126	1,711	120,449	56,230
STBG – Local Urban	12,114	11,080	12,112	12,111	12,110	11,889	12,108	12,040	11,871	9,695	30,000	-	-	-	90,315	56,815
STBG – Transportation Mgt Area	12,173	11,962	13,763	11,539	12,173	11,985	12,173	10,359	11,934	4,080	23,400	-	-	-	85,617	49,925
TAP – Transportation Mgt Area	1,100	1,193	1,105	1,013	1,110	181	1,114	1,089	1,093	984	2,142	-	-	-	7,664	204,460
STBG – Local Rural	19,053	19,053	19,100	19,100	19,096	19,096	19,196	19,196	18,820	18,820	39,337	-	-	-	134,602	95,265
Bridge, Local	12,015	9,713	9,522	9,522	9,336	9,336	9,153	9,153	8,973	8,973	21,135	-	-	-	70,134	46,697

Amounts in \$1,000 and rounded and Year of Expenditure.

Idaho Transportation Investment Program (ITIP)																
Program Name	Statewide Transportation Improvement Program (STIP)								FY2027*		(PREL for Locals)		FY2029*		Sum FY2023-2029	
	FY2023*		FY2024*		FY2025*		FY2026*				FY2028*					
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Bridge, Off System	6,750	6,750	6,618	6,618	6,488	6,488	6,361	6,361	6,236	6,236	7,838	-	-	-	40,290	32,453
Safety - Local	11,216	10,317	11,244	10,811	11,272	9,948	11,300	11,300	11,078	11,078	10,861	-	10,648	-	77,619	53,454
Safety – Railroad Crossings	2,207	2,207	2,207	2,500	2,207	2,135	2,207	2,230	2,207	2,105	2,207	2,207	2,705	-	15,450	13,882
<i>Highway Local</i>	76,628	72,275	75,672	73,214	73,792	71,058	73,611	71,728	72,211	61,971	136,921	2,705	12,855	-	521,691	352,951
<i>LHTAC Programs</i>	49,034	45,833	46,485	46,051	46,192	44,868	46,009	46,010	45,107	45,107	79,171	-	10,648	-	322,646	227,869
<i>Highway Federal Formula & State Funds</i>	945,500	1,079,116	777,706	1,266,142	779,188	1,319,993	766,076	704,036	770,211	476,840	791,830	364,458	662,213	305,561	5,492,724	5,274,091
Discretionary & Earmarks & Applications	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Emergency Relief	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal Lands Access	36,769	36,769	22,663	22,663	4,449	4,449	298	298	-	-	-	-	-	-	64,179	64,179
Indian Reservation Roads	52,500	52,500	2,500	2,500	-	-	-	-	-	-	-	-	-	-	55,000	55,000
Other Federal Non-Formula	2,162	2,162	2,362	2,362	562	562	10,126	10,126	562	562	762	762	-	100	16,536	16,636
<i>Highway Other Federal Programs</i>	91,431	91,431	27,525	27,525	5,011	5,011	10,424	10,424	562	562	762	762	-	100	135,715	135,815
Federal Non-Participating	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local/Private Partnership	1,212	1,212	2,131	2,131	2,070	2,070	-	-	2,581	2,581	2,000	2,000	6,800	6,800	16,794	16,794
<i>Highway Other Programs</i>	1,212	1,212	2,131	2,131	2,070	2,070	-	-	2,581	2,581	2,000	2,000	6,800	6,800	16,794	16,794
<i>Highways Total</i>	1,038,143	1,171,759	807,362	1,295,798	786,269	1,327,074	776,500	714,459	773,354	479,983	794,592	367,220	669,013	312,461	5,645,232	5,668,755
Capital	35,938	35,938	34,052	34,052	33,385	33,385	33,753	33,753	26,688	26,688	-	-	-	-	163,816	163,816
Operations	37,460	37,460	33,482	33,482	33,670	33,670	33,830	33,830	25,428	25,428	60	60	-	-	163,930	163,930
<i>Public Transit Total</i>	73,398	73,398	67,534	67,534	67,055	67,055	67,583	67,583	52,116	52,116	60	60	-	-	327,746	327,746
New Airport Facility	12,018	12,018	1,427	1,427	8,262	8,262	-	-	2,214	2,214	450	450	-	-	24,371	24,371
<i>Airport Facility Maintenance</i>	27,156	27,156	33,673	33,673	16,719	16,719	18,669	18,669	17,510	17,510	3,186	3,186	-	-	116,913	116,913
Airport Planning	856	856	2,854	2,854	632	632	4,167	4,167	3,500	3,500	150	150	-	-	12,159	12,159
Aviation System Planning	-	-	311	311	40	40	221	221	221	221	-	-	-	-	793	793
<i>Aeronautics Total</i>	40,030	40,030	38,265	38,265	25,653	25,653	23,057	23,057	23,445	23,445	3,786	3,786	-	-	154,236	154,236
<i>Grand Total</i>	1,151,571	1,285,187	913,161	1,401,597	878,977	1,419,782	867,140	805,099	848,915	555,544	798,438	371,066	669,013	312,461	6,127,214	6,150,737

* Available estimates are to be used for planning purposes only. FY2026 is last year of IIA transportation act. FY2027 and later are flat-lined at FY2026 levels.

Funds expressed in Year-of-Expenditure Dollars assuming 2% annual inflation.

Funding levels assume 100% Obligation Authority.

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. Deferred maintenance is no longer a required element of the Roads and Streets Report.

In FY2021, the local roadway jurisdictions in Ada and Canyon Counties budgeted only 6.9% of their budget to capital construction projects. Most of their funds (47.44%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 28.84% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed 9.22% of the budgets. Finally, administrative costs were 7.61% of the overall expenses for roadway jurisdictions.

Tables 26 through 28 provide FY2021 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 26: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2021

	Total Local Income	Total State Income	Total Federal Income	Total Income
Highway Districts				
ACHD	\$91,222,746	\$48,891,913	\$2,333,174	\$142,447,833
Canyon Highway District	\$6,722,100	\$4,313,890	\$309,543	\$11,345,533
Golden Gate Highway District	\$1,477,092	\$1,797,267	\$39,526	\$3,313,885
Nampa Highway District	\$9,675,129	\$6,162,541		\$15,837,670
Notus-Parma Highway District	\$1,244,518	\$1,585,622		\$2,830,140
Cities				
Caldwell	\$5,576,086	\$4,255,678	\$39,812	\$9,871,576
Greenleaf	\$30,307	\$53,214		\$83,521
Melba	\$704	\$69,495		\$70,199
Middleton	\$2,308,848	\$916,000	\$24,218	\$3,249,066
Nampa	\$22,234,688	\$5,997,038	\$814,110	\$29,045,836
Notus	\$18,797	\$38,319		\$57,116
Parma	\$97,753	\$129,490		\$227,243
Wilder	\$32,366	\$139,492		\$171,858
Total	\$140,641,134	\$74,349,959	\$3,560,383	\$218,551,476

Source: 2021 Road and Street Report, Self-Reported, September 30, 2021.

Table 27: Total Disbursements for Agencies with Roadway Jurisdiction, FY2021

	Total Construction Costs	Total Reconstruction Costs	Total Routine Maintenance	Total Equipment	Administration	*Other Expenses	Total Disbursements
Highway Districts							
ACHD	\$5,451,443	\$36,384,027	\$24,924,340	\$9,526,949	\$8,957,108	\$36,429,904	\$121,673,771
Canyon Highway District		\$3,916,039	\$1,686,606	\$1,301,002	\$659,272	\$814,177	\$8,377,096
Golden Gate Highway District		\$800,055	\$1,141,461	\$262,952	\$272,706	\$237,722	\$2,714,896
Nampa Highway District	\$4,807,331	\$1,957,311	\$3,171,021	\$1,096,260	\$656,433	\$4,395,394	\$16,083,750
Notus-Parma Highway District		\$372,528	\$711,852	\$457,345	\$207,594	\$116,530	\$1,865,849
Cities							
Caldwell	\$223,837	\$1,072,854	\$529,983	\$1,538,892	\$664,437	\$2,318,675	\$6,348,678
Greenleaf			\$8,992	\$6,228	\$20,863	\$11,685	\$47,768
Melba	\$4,089	\$4,203	\$25,468	\$7,694	\$10,332	\$10,723	\$62,509
Middleton	\$1,118,017	\$40,902	\$142,836	\$75,754	\$130,000	\$611,647	\$2,119,156
Nampa		\$112,410	\$2,606,705	\$1,192,969	\$1,086,134	\$3,511,060	\$8,509,278
Notus			\$9,125	\$977	\$992	\$7,794	\$18,888
Parma		\$36,201	\$51,955	\$13,102	\$61,213	\$33,032	\$195,503
Wilder		\$80,840	\$5,212	\$21,150	\$65,748	\$872	\$173,822
Total	\$11,604,717	\$44,777,370	\$35,015,556	\$15,501,274	\$12,792,832	\$48,499,215	\$168,190,964

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

Source: 2021 Road and Street Report, Self-Reported, September 30, 2021.

Table 28: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjust	Closing Fund Balance	Obligated for projects	Retained for operations
Highway Districts								
ACHD	\$45,297,790	\$142,447,833	\$121,673,771	\$20,774,062		\$66,071,852	\$66,071,852	
Canyon Highway District	\$7,209,915	\$11,345,533	\$8,377,096	\$2,968,437	\$120,971	\$10,299,323	\$9,799,323	\$500,000
Golden Gate Highway District	\$2,376,766	\$3,313,885	\$2,714,896	\$598,989		\$2,975,755	\$2,751,755	\$224,000
Nampa Highway District	\$11,828,031	\$15,837,670	\$16,083,750	-\$246,080		\$11,581,951	\$7,154,673	\$4,427,279
Notus-Parma Highway District	\$4,234,861	\$2,830,140	\$1,865,849	\$964,291		\$5,199,152	\$4,999,152	\$200,000
Cities								
Caldwell	\$6,453,880	\$9,871,576	\$6,348,678	\$3,522,898		\$9,976,778		
Greenleaf	\$120,346	\$83,521	\$47,768	\$35,753		\$156,099	\$156,099	
Melba		\$70,199	\$62,509	\$7,690		\$7,690	\$7,000	\$690
Middleton		\$3,249,066	\$2,119,156	\$1,129,910		\$1,129,910		
Nampa	\$11,129,454	\$29,045,836	\$8,509,278	\$20,536,558		\$31,666,012		
Notus		\$57,116	\$18,888	\$38,228		\$38,228	\$38,228	
Parma	\$214,101	\$227,243	\$195,503	\$31,740		\$245,841	\$10,000	\$235,841
Wilder	\$177,741	\$171,858	\$173,822	-\$1,964		\$175,777	\$175,777	
Total	\$89,042,885	\$218,551,476	\$168,190,964	\$50,360,512	\$120,971	\$139,524,368	\$91,163,859	\$5,587,810

Source: 2021 Road and Street Report, Self-Reported, September 30, 2021.

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 29 provides VRT's FY2023 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.

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 provides more opportunities to align local funding priorities with multi-year public transportation investments.

Table 29: VRT FY2023 Budget Summary by Budget Area

Fiscal Year 2023
Budget Summary by Budget Area

REVENUES

Regional Overhead

Directly Generated Revenues	\$ 45,000
Auxiliary Revenues	463,994
Non-Transportation Revenues	120,000
Federal Assistance	3,388,035
Local Assistance	2,876,325
TOTAL	\$ 6,893,355

Ada County Transportation Services

Directly Generated Revenues	\$ 558,216
Auxiliary Revenues	149,564
Federal Assistance	4,123,343
Local Assistance	7,553,998
Draw from Surplus Fund	
Balance	441,456
TOTAL	\$ 12,826,577

Canyon County Transportation Services

Directly Generated Revenues	\$ 89,441
Auxiliary Revenues	45,689
Federal Assistance	2,133,460
Local Assistance	655,288
Draw from Surplus Fund Balance	2,941
TOTAL	\$ 2,926,819

EXPENSES

Regional Overhead

Wages and Salaries	\$ 2,193,136
Fringe Benefits	\$ 1,681,608
Professional Services	\$ 1,398,579
Materials and Supplies	\$ 148,100
Utilities	\$ 142,040
Casualty and Liability	\$ 22,000
Purchased Transportation	\$ -
Miscellaneous	\$ 629,391
Subrecipient Pass Through	597,000
Interest	-
Leases and Rentals	81,500
TOTAL	\$ 6,893,355

Ada County Transportation Services

Wages and Salaries	\$ 5,365,500
Fringe Benefits	3,798,545
Professional Services	652,232
Materials and Supplies	1,112,500
Utilities	167,850
Casualty and Liability	925,276
Purchased Transportation	
Miscellaneous	205,433
Interest	192,089
Leases and Rentals	407,152
TOTAL	\$ 12,826,577

Canyon County Transportation Services

Wages and Salaries	\$ 1,332,641
Fringe Benefits	650,316
Professional Services	232,809
Materials and Supplies	413,569
Utilities	52,605
Casualty and Liability	195,672
Purchased Transportation	-
Miscellaneous	39,890
Interest	-
Leases and Rentals	9,318
TOTAL	\$ 2,926,819

Specialized Transportation Services

Directly Generated Revenues	\$ 30,000
Auxiliary Revenues	-
Federal Assistance	2,203,002
Local Assistance	1,285,349
TOTAL	\$ 3,518,351

Specialized Transportation Services

Wages and Salaries	\$ 198,630
Fringe Benefits	154,486
Professional Services	249,675
Materials and Supplies	150,200
Utilities	3,400
Casualty and Liability	83,500
Purchased Transportation	2,657,636
Miscellaneous	20,825
Interest	-
Leases and Rentals	-
TOTAL	\$ 3,518,351

Capital Projects

Federal Capital Assistance	\$ 3,010,310
Local Capital Assistance	153,929
Subrecipient Pass Through	467,933
Draw from Surplus Fund Balance	416,661
TOTAL	\$ 4,048,833

Capital Projects

VRT	\$ 3,580,900
Subrecipient - Pass Through	467,933
TOTAL	\$ 4,048,833

Grand Total Revenues, All Sources

\$ 30,213,935

Grand Total Expenses

\$ 30,213,935

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 30.

Table 30: 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 31 demonstrates available funding versus programmed funding for all funding sources in the COMPASS planning area. Funds in programs not managed by COMPASS are 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. Considering 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 31: COMPASS Region Available vs. Programmed Funding

Funding Source*	2023		2024		2025		2026		2027		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
AC (Local)	(6,726)	(6,726)	(658)	(658)	1	1	-	-	-	-	-	-
AC (State)	5,500	5,500	(8,871)	(8,871)	(5,500)	(5,500)	-	-	-	-	-	-
Bridge (Local)	-	-	152	152	-	-	8,106	8,106	-	-	-	-
CRP - TMA	2,830	-	1,415	-	1,415	-	1,415	-	1,415	-	-	-
Federal RRX	230	230	576	576	-	-	-	-	557	557	-	-
FLAP	518	518	9,414	9,414	1,477	1,477	-	-	-	-	-	-
Freight	600	600	-	-	1,071	1,071	4,606	4,606	-	-	8,168	8,168
FTA 5303***	385	385	385	385	385	385	385	385	385	385	-	-
FTA 5307 LU***	6,052	3,741	6,052	4,703	6,052	4,704	6,052	4,704	6,052	4,704	-	-
FTA 5307 SU***	3,357	2,704	3,357	2,613	3,357	2,614	3,357	2,614	3,357	2,614	-	-
FTA 5310 LU***	474	625	474	474	474	474	474	474	474	474	-	-
FTA 5310 R	53	53	140	140	-	-	-	-	-	-	-	-
FTA 5310 SU***	397	397	397	397	397	397	397	397	397	397	-	-
FTA 5311	1,490	1,490	1,490	1,490	-	-	-	-	-	-	-	-
FTA 5339(c)	17,386	17,386	-	-	-	-	-	-	-	-	-	-
FTA 5339 LU***	510	510	510	510	510	510	510	510	510	510	-	-
FTA 5339 R	554	554	371	371	-	-	-	-	-	-	-	-
FTA 5339 SU***	274	274	274	274	274	274	274	274	274	274	-	-
GARVEE 2017	(2,840)	(2,840)	-	-	-	-	-	-	-	-	-	-
HB132 & HB314	21,895	21,895	2,700	2,700	-	-	-	-	-	-	-	-
HSIP (Local)	670	670	846	846	-	-	903	903	-	-	-	-
Interstate Maintenance	1,656	1,656	-	-	-	-	3,576	3,576	-	-	-	-
Leading Idaho	597	597	33,966	33,966	55,049	55,049	20,725	20,725	725	725	1,450	1,450
Local (Regionally Significant)	8,543	8,543	16,988	16,988	11,684	11,684	33,953	33,953	10,280	10,280	68,597	68,597
Local Participating	2,189	2,189	1,073	1,073	1,141	1,141	-	-	-	-	18,145	18,145
Metropolitan Planning	1,459	1,459	1,459	1,459	1,459	1,459	1,459	1,459	1,459	1,459	2,918	2,918
NHPP	30,271	30,271	25,648	25,648	17,000	17,000	6,000	6,000	23,200	23,200	16,892	16,892
Non-Participating (Local)	16	16	-	-	-	-	-	-	-	-	-	-
RAISE	22,001	22,001	-	-	-	-	-	-	-	-	-	-
State	56,341	56,341	457,548	457,548	57,430	57,430	-	-	3,536	3,536	-	-
STBG-R	4,104	4,104	-	-	-	-	-	-	3,637	3,637	-	-
STBG-State	9,400	9,400	3,748	3,748	627	627	12,342	12,342	19,577	19,577	-	-
STBG-TMA****	12,174	12,058	13,765	13,162	12,419	12,201	12,417	12,858	12,175	12,804	22,872	20,262
STBG-U	6,758	6,758	328	328	308	308	6,010	6,010	5,350	5,350	5,000	5,095
TAP-State	130	130	60	60	107	107	318	318	-	-	-	-
TAP-TMA^	1,100	1,436	1,127	1,117	1,132	1,123	1,137	1,181	1,115	1,149	2,230	504
TECM	151,340	151,340	25,300	25,300	-	-	-	-	-	-	-	-
TECM (Early Development)	110,400	110,400	-	-	-	-	-	-	-	-	-	-
Total	472,087	466,666	600,034	595,914	168,269	164,536	124,417	121,395	94,475	91,632	146,272	142,031
Percent Programmed	98.85%		99.31%		97.78%		97.57%		96.99%		97.10%	

As of November 2022. 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 are available 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 FY2028 or FY2029.

***Funds are shown as federal only because local match rates vary from 0% to 80%. Available funds for year shown only, but program may include previous year carry-over funds.

****Includes carry over funds in 2024 from the Coronavirus Response and Relief Supplemental Appropriations Act, 2021

^ Corrections in process that will reduce FY2023 programmed total by \$335,000.

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 in Table 32.

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 32: 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
2023	\$459,268	\$381,681	\$63,135	\$4,398	\$10,031	83.11%	13.75%	0.96%	2.18%
2024	\$600,265	\$560,698	\$32,836	\$1,835	\$4,896	93.41%	5.47%	0.31%	0.82%
2025	\$168,155	\$142,120	\$22,016	\$0	\$4,019	84.52%	13.09%	0.00%	2.39%
2026	\$125,585	\$89,888	\$29,464	\$3,562	\$2,672	71.58%	23.46%	2.84%	2.13%
2027	\$85,330	\$55,157	\$25,901	\$969	\$3,304	64.64%	30.35%	1.14%	3.87%
2028	\$30,455	\$24,930	\$3,834	\$0	\$1,691	81.86%	12.59%	0.00%	5.55%
2029	\$31,075	\$23,030	\$6,353	\$0	\$1,691	74.11%	20.44%	0.00%	5.44%
PD	\$101,759	\$71,982	\$25,279	\$4,084	\$414	70.74%	24.84%	4.01%	0.41%
Total	\$1,601,892	\$1,349,485	\$208,818	\$14,848	\$28,718	84.24%	13.04%	0.93%	1.79%

As of November 2022.

*Shown in year of expenditure – inflated. (Totals do not sum due to rounding)

*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 33 provides a brief description of those funding sources.

COMPASS staff created a [funding fact sheet](#)⁴² 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 33: Funding Sources and Uses

Funding source*	What it is 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)

⁴² Funding Terms Fact Sheet:

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

Funding source*	What it is 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 is 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 is 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 is 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 34 provides general acronyms and terms found throughout the TIP or in discussions about projects and funding.

Table 34: 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: TRANSIT RIDERSHIP

Provides tabular and graphical representation of transit ridership in FY2022.

Yearly Cumulative Alternative Transportation Trip Report

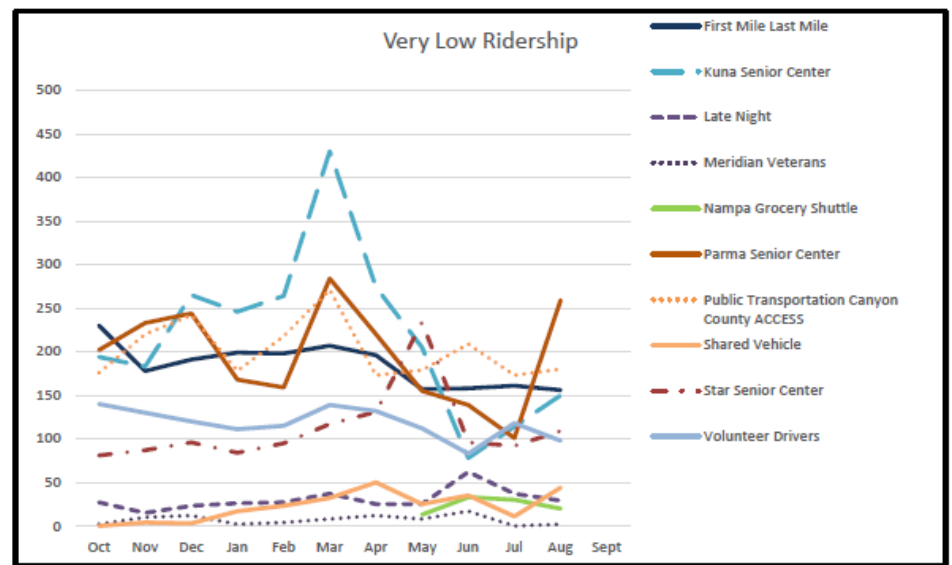
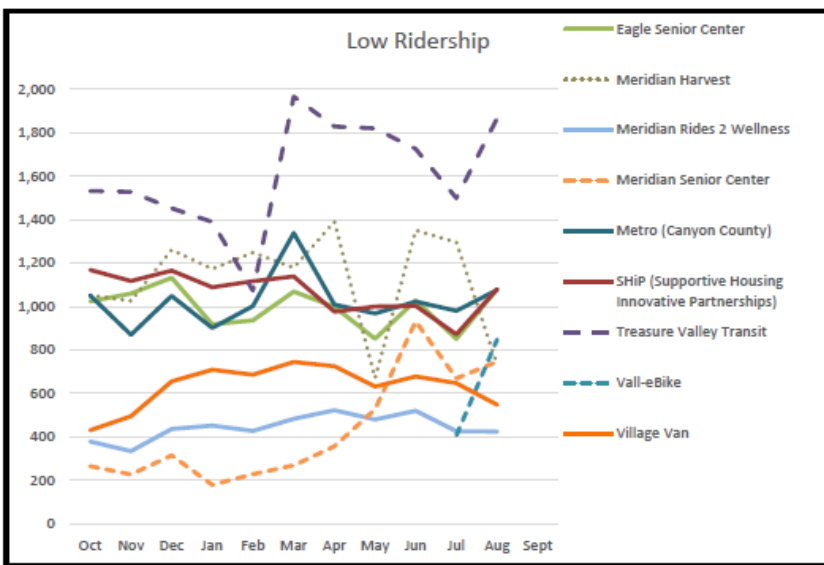
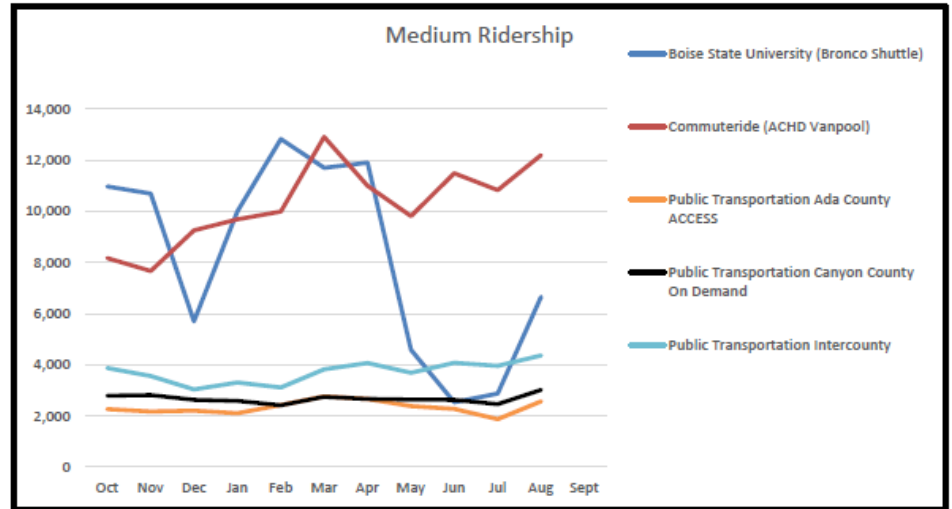
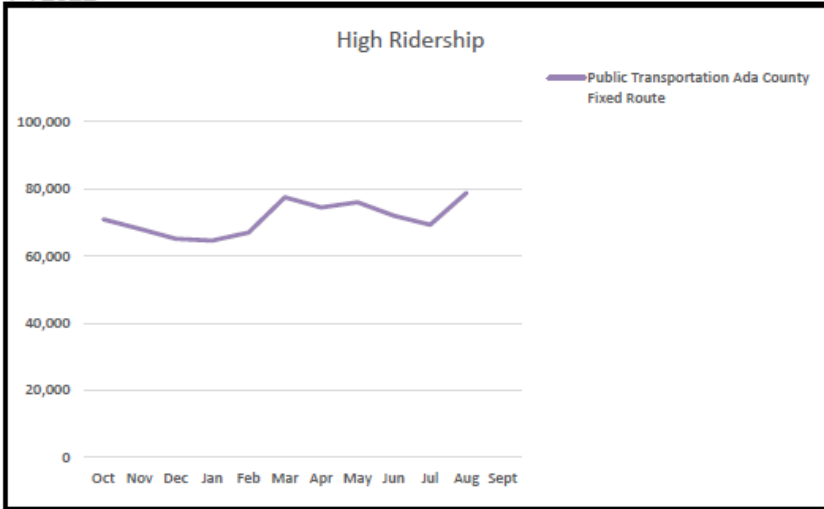
	Black highlight = no information or not available			Gray highlight = Totals			Brown highlight = information not comparable						Total - Jul/Aug	To Date % Change 2021-2022
FY2022	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Jul/Aug	To Date % Change 2021-2022
Boise State University (Bronco Shuttle)	10,978	10,703	5,704	10,004	12,834	11,707	11,911	4,587	2,536	2,874	6,659		90,497	113.97%
Commuteride (ACHD Vanpool)	8,173	7,670	9,256	9,689	9,997	12,917	11,007	9,816	11,495	10,834	12,206		113,060	31.35%
Eagle Senior Center	1,024	1,060	1,132	918	936	1,068	999	852	1,028	851	1,080		10,948	23.78%
First Mile Last Mile	230	178	191	199	198	207	198	157	158	161	156		2,031	-18.24%
Kuna Senior Center	194	183	265	246	264	430	274	205	78	114	150		2,403	50.66%
Late Night	27	15	23	26	27	37	25	25	62	37	29		333	49.33%
Meridian Harvest	1,052	1,026	1,261	1,173	1,248	1,179	1,389	671	1,350	1,295	732		12,376	42.15%
Meridian Rides 2 Wellness	379	335	437	453	428	483	523	480	520	427	425		4,890	-13.95%
Meridian Senior Center	266	228	315	180	229	269	357	527	932	669	746		4,718	151.49%
Meridian Veterans	2	10	12	2	4	8	12	8	17	0	2		77	*N/A
Metro (Canyon County)	1,051	870	1,049	901	1,002	1,338	1,009	968	1,023	980	1,076		11,267	9.27%
Nampa Grocery Shuttle								13	33	30	20		96	*N/A
Pama Senior Center	202	233	244	168	159	284	220	155	139	101	259		2,164	9.74%
Public Transportation Ada County ACCESS	2,264	2,171	2,209	2,106	2,429	2,766	2,670	2,387	2,275	1,875	2,575		25,727	24.75%
Public Transportation Ada County Fixed Route	70,930	68,097	65,126	64,603	67,009	77,477	74,465	76,009	72,009	69,311	78,863		783,899	11.64%
Public Transportation Canyon County On Demand	2,794	2,819	2,634	2,591	2,419	2,754	2,669	2,642	2,832	2,464	3,021		29,439	14.15%
Public Transportation Canyon County ACCESS	176	220	242	178	218	271	173	179	209	173	180		2,219	6.53%
Public Transportation Intercounty	3,874	3,560	3,039	3,308	3,118	3,822	4,067	3,694	4,082	3,963	4,367		40,894	6.80%
Shared Vehicle	0	4	3	17	23	32	50	25	35	11	44		244	-46.37%
SHIP (Supportive Housing Innovative Partnerships)	1,168	1,117	1,165	1,088	1,116	1,138	976	1,000	1,003	872	1,080		11,723	-0.94%
Star Senior Center	81	87	96	84	95	117	131	234	96	92	109		1,222	49.57%
Treasure Valley Transit	1,531	1,527	1,452	1,389	1,073	1,965	1,826	1,819	1,724	1,498	1,865		17,671	**N/A
Vall-eBike										408	848		1,256	**N/A
Village Van	431	495	656	709	686	745	725	632	678	648	548		6,953	65.78%
Volunteer Drivers	140	130	120	111	115	139	132	112	83	118	98		1,298	-37.23%
Total Ridership	108,997	102,738	96,631	100,143	105,627	121,153	115,808	107,197	104,197	99,806	117,138	0	1,177,405	20.33%

*All data not comparable based on when services were operating. **FY2022 is first reporting year.

FY2021	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Jul/Aug	Total Annual	Annual % Change 2020-2021
Boise State University (Bronco Shuttle)	4,056	3,226	970	3,196	5,560	6,435	7,495	3,472	2,297	1,233	4,355	11,748	42,294	54,042	-62.73%
Commuteride (ACHD Vanpool)	8,166	7,211	8,757	9,195	9,094	10,255	8,775	7,567	9,035	8,019	8,829	8,966	86,074	103,869	-11.97%
Eagle Senior Center	701	653	600	652	636	720	782	880	1,037	1,085	1,099	1,096	8,845	9,941	-8.45%
First Mile Last Mile	269	185	223	243	208	242	192	239	190	246	247	217	2,484	2,701	-7.97%
Kuna Senior Center	157	176	116	87	126	135	134	134	205	156	169	137	1,595	1,732	-12.75%
Late Night	3	15	19	12	7	30	23	24	32	39	19	29	223	252	-18.18%
Meridian Harvest	525	905	520	605	575	1,062	1,095	634	1,073	630	1,082	908	8,706	9,614	40.97%
Meridian Rides 2 Wellness	601	504	629	368	464	482	482	551	524	527	551	504	5,683	6,187	-15.69%
Meridian Senior Center	70	55	125	110	80	102	210	182	353	376	213	147	1,876	2,023	16.26%
Meridian Veterans								6	12	16	18	14	52	66	N/A
Metro (Canyon County)	1,062	826	771	856	869	1,032	940	817	912	1,025	1,201	798	10,311	11,109	-22.22%
Pama Senior Center	81	60	108	99	192	198	110	275	307	234	308	278	1,972	2,250	-5.66%
Public Transportation Ada County ACCESS	2,118	1,888	1,518	1,276	1,378	2,172	2,217	2,086	1,974	1,977	2,219	2,195	20,623	22,818	-29.09%
Public Transportation Ada County Fixed Route	78,572	65,878	65,463	59,559	58,129	65,276	59,444	66,770	61,062	60,242	61,791	70,112	702,184	772,296	-29.52%
Public Transportation Canyon County On Demand	2,430	1,838	2,057	2,038	2,409	2,739	2,582	2,443	2,606	2,488	2,159	2,427	25,789	28,216	*
Public Transportation Canyon County ACCESS	179	194	196	177	145	176	233	233	219	157	174	221	2,083	2,304	*
Public Transportation Intercounty	4,124	3,366	3,417	3,339	3,370	4,087	3,490	3,321	3,261	3,101	3,413	4,407	38,289	42,696	-30.25%
Shared Vehicle	69	21	28	38	56	61	46	32	33	33	36	0	455	455	-91.62%
SHIP (Supportive Housing Innovative Partnerships)	896	1,113	1,404	1,181	1,253	1,396	842	810	907	993	1,039	1,116	11,834	12,950	56.02%
Star Senior Center	55	39	89	92	69	92	87	73	64	86	71	98	817	915	-50.22%
Village Van	701	409	357	419	435	326	291	274	373	341	268	357	4,194	4,551	-59.84%
Volunteer Drivers	238	158	184	154	166	192	231	176	224	169	176	166	2,088	2,234	21.28%
Total Ridership	105,072	88,518	87,551	83,696	85,223	97,210	89,701	90,999	86,700	83,173	89,437	105,941	978,451	1,093,221	-31.10%

*Canyon County service changed in October 2020 and is no longer comparable.

FY2022



APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA

Provides additional information about transportation agency budgets.

Tables 35 through 38 provide summarized information from FY2017 through FY2020 for agencies with roadway jurisdiction, as reported in the Road and Street Reports. Detailed information is available by contacting COMPASS staff at info@compassidah.org.

Table 35: 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 Districts								
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 36: 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 37: 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%

Table 38: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2020

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	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 HD	\$5,103,079	10,008,053	7,861,792	2,146,261	(39,425)	7,209,915	6,709,915	500,000
Golden Gate HD	\$2,021,045	2,746,605	2,390,883	355,722		2,376,767	2,168,766	208,001
Nampa HD	\$9,834,821	13,621,303	11,628,092	1,993,210		11,828,031	9,348,139	2,479,892
Notus-Parma HD	\$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	\$64,356,072	184,057,740	161,695,674	22,362,065	(39,425)	86,678,712	65,503,373	3,592,005

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

Breakout of disbursements:

- Construction – 3.15%
- Reconstruction/General Maintenance – 54.46%
- Equipment – 9.26%
- Administration – 6.96%
- Other (property acquisition, design, etc.) – 26.16%

Tables 39 through 44 provide summarized information projecting budgeting information for FY2022 - FY2027 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 historical levels of expenses, use reserve accounts, or remove projects in order to balance their budgets in the future. Including budget reports from FY2020, during the pandemic, may provide uncertain projection results for the future.

Table 39: 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	\$10,850,583	\$10,534,449	\$316,134
	Greenleaf	\$350,551	\$345,435	\$5,116
	Melba	\$69,830	\$101,114	(\$31,284)
	Middleton	\$2,529,351	\$1,428,138	\$1,101,213
	Nampa	\$21,158,346	\$17,672,159	\$3,486,187
	Notus	\$250,701	\$195,287	\$55,414
	Parma	\$318,310	\$649,620	(\$331,310)
	Wilder	\$126,745	\$140,432	(\$13,687)
	Total	213,277,001	181,797,695	31,479,306

Table 40: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$153,257,989	\$127,508,024	\$25,749,966
	Canyon	\$13,200,302	\$9,959,306	\$3,240,996
	Golden Gate	\$3,490,299	\$2,718,946	\$771,353
	Nampa	\$16,662,494	\$16,238,666	\$423,828
	Notus-Parma	\$2,793,251	\$1,861,914	\$931,337
Cities	Caldwell	\$12,326,871	\$11,737,171	\$589,700
	Greenleaf	\$477,642	\$467,223	\$10,419
	Melba	\$65,312	\$114,867	(\$49,555)
	Middleton	\$2,621,916	\$1,365,283	\$1,256,633
	Nampa	\$24,178,138	\$20,022,042	\$4,156,096
	Notus	\$320,898	\$249,968	\$70,930
	Parma	\$335,626	\$768,592	(\$432,966)
	Wilder	\$119,507	\$134,148	(\$14,642)
	Total	\$229,850,246	\$193,146,151	\$36,704,095

Table 41: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$162,923,391	\$132,654,152	\$30,269,239
	Canyon	\$14,476,446	\$10,776,182	\$3,700,263
	Golden Gate	\$3,780,519	\$2,838,015	\$942,504
	Nampa	\$17,820,250	\$18,150,878	(\$330,628)
	Notus-Parma	\$2,980,655	\$1,891,907	\$1,088,748
Cities	Caldwell	\$14,004,017	\$13,077,209	\$926,809
	Greenleaf	\$650,808	\$631,949	\$18,859
	Melba	\$61,087	\$130,491	(\$69,404)
	Middleton	\$2,717,869	\$1,305,195	\$1,412,675
	Nampa	\$27,628,927	\$22,684,392	\$4,944,534
	Notus	\$410,749	\$319,959	\$90,790
	Parma	\$353,883	\$909,352	(\$555,469)
	Wilder	\$112,682	\$128,146	(\$15,464)
	Total	\$247,921,284	\$205,497,827	\$42,423,457

Table 42: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$173,198,354	\$138,007,974	\$35,190,380
	Canyon	\$15,875,961	\$11,660,060	\$4,215,902
	Golden Gate	\$4,094,871	\$2,962,298	\$1,132,572
	Nampa	\$19,058,451	\$20,288,266	(\$1,229,816)
	Notus-Parma	\$3,180,631	\$1,922,382	\$1,258,249
Cities	Caldwell	\$15,909,350	\$14,570,239	\$1,339,110
	Greenleaf	\$886,755	\$854,752	\$32,003
	Melba	\$57,135	\$148,240	(\$91,105)
	Middleton	\$2,817,334	\$1,247,750	\$1,569,583
	Nampa	\$31,572,223	\$25,700,758	\$5,871,466
	Notus	\$525,759	\$409,547	\$116,212
	Parma	\$373,134	\$1,075,892	(\$702,758)
	Wilder	\$106,247	\$122,412	(\$16,165)
	Total	\$267,656,205	\$218,970,571	\$48,685,634

Table 43: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2026

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$184,121,319	\$143,577,873	\$40,543,447
	Canyon	\$17,410,776	\$12,616,434	\$4,794,342
	Golden Gate	\$4,435,361	\$3,092,024	\$1,343,337
	Nampa	\$20,382,684	\$22,677,346	(\$2,294,662)
	Notus-Parma	\$3,394,025	\$1,953,349	\$1,440,676
Cities	Caldwell	\$18,073,914	\$16,233,730	\$1,840,184
	Greenleaf	\$1,208,243	\$1,156,107	\$52,136
	Melba	\$53,439	\$168,402	(\$114,964)
	Middleton	\$2,920,438	\$1,192,835	\$1,727,604
	Nampa	\$36,078,321	\$29,118,212	\$6,960,110
	Notus	\$672,971	\$524,221	\$148,751
	Parma	\$393,432	\$1,272,932	(\$879,500)
	Wilder	\$100,179	\$116,935	(\$16,756)
	Total	\$289,245,103	\$233,700,398	\$55,544,705

Table 44: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2027

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$195,733,155	\$149,372,568	\$46,360,587
	Canyon	\$19,093,969	\$13,651,251	\$5,442,717
	Golden Gate	\$4,804,163	\$3,227,431	\$1,576,733
	Nampa	\$21,798,930	\$25,347,756	(\$3,548,826)
	Notus-Parma	\$3,621,735	\$1,984,814	\$1,636,921
Cities	Caldwell	\$20,532,981	\$18,087,141	\$2,445,839
	Greenleaf	\$1,646,285	\$1,563,710	\$82,575
	Melba	\$49,982	\$191,308	(\$141,326)
	Middleton	\$3,027,316	\$1,140,336	\$1,886,980
	Nampa	\$41,227,545	\$32,990,088	\$8,237,457
	Notus	\$861,404	\$671,003	\$190,401
	Parma	\$414,834	\$1,506,057	(\$1,091,223)
	Wilder	\$94,458	\$111,703	(\$17,245)
	Total	\$312,906,756	\$249,845,165	\$63,061,591

Table 45 provides historical budgets for VRT.

Table 45: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2017-2021

Fiscal Year	Beginning Net Position	Total Revenues	Total Expenses	Ending Net Position
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
2020	\$30,639,600	\$21,224,927	\$21,879,801	\$29,984,726
2021	\$29,984,726	\$25,400,249	\$21,247,109	\$34,137,866

Source: Valley Regional Transit Financial Statements FY2017-2021.

Table 46 includes inflationary factors for the overall budget projections from FY2021-2025 for VRT. It is anticipated that, if inflation affects the overall system as predicted, additional funding will be needed for operations as well as capital replacements in order to maintain current service levels.

Table 46: Projected - VRT Revenues and Expenses, FY2023 through FY2027

Type	FY23	FY24	FY25	FY26	FY27	Total
Service Operations Expenses	19,967,797	19,253,202	19,254,397	19,735,757	21,068,048	99,279,201
<i>Federal Revenues</i>	9,182,431	8,238,036	7,935,544	8,115,672	8,642,459	42,114,142
<i>Local Revenues</i>	9,942,457	9,963,535	10,171,048	10,431,838	11,195,498	51,704,376
<i>Directly Generated Revenues</i>	842,909	1,051,632	1,147,805	1,188,247	1,230,091	5,460,683
Capital Expenses	14,549,817	21,778,007	8,910,020	5,341,900	4,599,387	55,179,130
<i>Federal Revenues</i>	12,743,691	17,449,459	7,290,883	4,385,380	3,901,489	45,770,903
<i>Local Revenues</i>	1,806,126	4,328,547	1,619,136	956,520	697,898	9,408,227
<i>Directly Generated Revenues</i>	-	-	-	-	-	-
Mobility Programs Expenses	1,101,925	1,129,473	1,157,710	1,186,653	1,216,319	5,792,080
<i>Federal Revenues</i>	193,649	193,649	193,649	193,649	193,649	968,245
<i>Local Revenues</i>	538,276	555,224	572,556	590,278	608,401	2,864,736
<i>Directly Generated Revenues</i>	370,000	380,600	391,506	402,725	414,269	1,959,100
Regional Overhead Expenses	5,514,101	5,241,954	5,373,003	5,507,328	5,645,011	27,281,396
<i>Federal Revenues</i>	2,553,839	2,293,567	2,354,785	2,417,530	2,481,839	12,101,560
<i>Local Revenues</i>	2,631,961	2,611,760	2,673,054	2,735,880	2,800,277	13,452,930
<i>Directly Generated Revenues</i>	328,302	336,627	345,164	353,918	362,895	1,726,905
Total	41,133,640	47,402,636	34,695,129	31,771,637	32,528,766	187,531,807

Assumptions:

- The Transportation Development Plan (TDP) is intentionally balanced. Expenses and revenues are shown as the same.
- Expenses are not simply grown by an inflationary number (2.5%), they also consider planned investments.
- Local revenues are also not simply grown at a standard rate but are based on the funding requests discussed with our funding partners through the TDP process.
- Capital expenses are not forecast using an historical average, rather they are based on specific projects.

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.

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
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, NAM	3	2014	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	9,336,377.35
10939	I 84, MERIDIAN RD IC, ADA CO	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	7,163,980.56
11350	TRANSIT, BSU BUS MTNCE FACILITY (FTA TRANSFER)	3	2016	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Development	543,000.00
Provides for a bus maintenance facility, park and ride lot, bus storage, and bus wash off the Boise State University campus.							
11386	TRANSIT, BOISE URBANIZED AREA	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	828,000.00
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.)	21,807,040.00
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, MIDDLET	3	2021	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	4,683,000.00
Construct a new 0.284 mile roadway segment linking SH-44 and Middleton Road by way of Sawtooth Lake Drive in Middleton.							
12179	TRANSIT, CAPITAL LEASE OR PURCHASE/MAINT, NAMPA FY1	3	2015	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	180,000.00
Provide vehicle lease or purchase for fixed line, demand response, and support activities, and associated equipment and maintenance in the Nampa Urbanized Area. (Federal = \$769,438.)							
12204	TRANSIT, TREASURE VALLEY IDAHO TRANSIT FACILITIES - F	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Project Closed	975,000.00
12361	SH 19, RRing EAST OF GREENLEAF	3	2012	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	179,689.10
12362	OFFSYS, PINTO RD RRX #819706P, W OF CALDWELL	3	2012	State Funded Program	CANYON HD Number 4	Project Closed	41,040.26
12364	LOCAL, FY15 TRANSIT VEHICLE PURCHASE, NAMPA	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	970,000.00
Provide up to six replacement vehicles in the Nampa Urbanized Area. Vehicles are currently leased.							
12368	STP-7403, FRANKLIN RD; BLACK CAT TO TEN MILE, ADA CO	3	2016	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	12,219,732.00
Widen Franklin Road from two-lane to five-lane from Black Cat Road to Ten Mile Road. Work includes curb, gutter, drainage swales, sidewalks, and bicycle facilities, and reconstructing the intersection at Franklin Road and Black Cat Road with a seven-lane							
12383	SH 55, INT KARCHER RD & LAKE AVE, CANYON CO	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	3,425,957.00
12916	SH 16, INT SH 44, US 20, & LOCAL RDS	3	2013	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	431,166.00
12917	SH 16, PHYLLIS CANAL BR & SOUTH STG	3	2012	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	852,514.00
13025	SH 55, INT MIDWAY RD, NR NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	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
Widen 21st Avenue from Chicago Street to Cleveland Boulevard from a two-lane to five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings.							
13053	LOCAL, TRANSIT - NAMPA MAINTENANCE FACILITY	3	2012	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,305,795.00

Projects in Prior STIPs

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
13054	STC-7165, FARMWAY RD / HIGHWAY 44, PARMA HD #2	3	2017	Federal-Aid, Local Road System	NOTUS-PARMA HD Number 2	Project Closed	2,224,162.00
This project will repair a deteriorating truck bypass route by reconstructing approximately 0.62 miles of the Hwy 44 extension to Farmway Rd and improve the surface of approximately 0.87 miles of Farmway Road. It will include installation of guardrail on two concrete bridge crossings over canals.							
13055	NHS-7773, 10TH AVE BR, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Awarded (or equiv.)	3,445,949.00
Replace bridge on 10th Ave. over Indian Creek in Caldwell. Work includes a bicycle and pedestrian tunnel under the bridge.							
13057	I 84, MERIDIAN IC TO FIVE MILE RD	3	2014	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	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
Add one lane southbound from River Valley Street to Franklin Road. The project will be constructed by the developer of the Meridian Towne Center shopping center using State Tax Anticipated Revenue; project is funded by the developer.							
13387	SH 55, SNAKE RV BR, MARSING	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	17,969,679.42
This project will replace the existing bridge at mile post 2.605 over the Snake River on Hwy-55 at Marsing. The bridge is nearing the end of its service life. Improvements include widened shoulders and added sidewalks.							
13389	SH 45, SNAKE RV BR, WALTERS FERRY	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	6,857,423.00
This project will preserve the existing bridge over the Snake River on Hwy-45 at Walters Ferry (milepost 10.5) in Canyon County which is in critical condition due to scour, i.e., the water has flushed away the streambed to the point where some of the bridge piles are not embedded deep enough. Improvements include repairing and replacing expansion joints, scour mitigation, repair of pier walls, and a concrete overlay for the deck.							
13463	SH 44, JCT I 84 TO STAR	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,658,185.00
This project will rehabilitate Hwy-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts.							
13464	I 84, FY17 D3 PAVEMENT STRIPING	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,366.77
This project will re-paint pavement striping on sections of I-84 that have been deemed unsafe due to fading. Pavement markings are necessary to maintain traveler safety.							
13476	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	9,708,783.00
This project will expand the current intersection configuration to increase capacity as well as remove all four existing free-flowing right-turn lanes. Work includes pavement widening and resurfacing, installation of raised medians, signing/stripping improvements, pedestrian access, signalization, Intelligent Transportation System improvements, and localized drainage improvements.							
13479	LOCAL, FY17 CAPITAL MAINTENANCE, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	7,310,006.62
Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. More details can be found in ACHD's Design and Construction Review online: http://www.achdidaho.org/Projects/DCR/DCR.pdf							
13480	LOCAL, FY14 CAPITAL MAINTENANCE, BOISE, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	986,000.00
13481	STP-7220, INT STATE ST & COLLISTER DR, BOISE	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	13,704,274.00
Intersection improvements at State Street and Collister Drive in the City of Boise.							
13482	LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	619,951.43
For replacement transit bus or replacement transit facility in 2018.							
13486	STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	1,506,500.00
Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. The project is located on STP-8423 between mile points 1.299 and 1.921.							
13489	LOCAL, INT IMPROVEMENTS, CANYON HD #4	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Project Closed	676,423.37
13492	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	4,912,225.00
Improve the intersection at Linder Road and Deer Flat Road in Kuna, including curb, gutter, sidewalk, and bike lanes. The project is located on SMA-7169 at mile point 101.495.							
13509	LOCAL, FY13 MAINTENANCE SET ASIDE, VRT	3	2013	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	669,709.00
13510	LOCAL, FY15 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	556,000.00
For replacement transit bus or replacement transit facility in FY2015.							

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
13511	LOCAL, FY16 CAPITAL MAINTENANCE, VRT, BOISE	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,368,906.00
For replacement transit bus or replacement transit facility in FY2016.							
13902	LOCAL, FY17 CAPITAL MAINTENANCE, VRT, BOISE	3	2017	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	287,000.00
For replacement transit bus or replacement transit facility in FY2017 in the Boise Urbanized Area.							
13903	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	6,190,195.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Amity Rd., Enterprise St. to Production St.; Annett St., Victory Rd. to Targee St.; Boise Ave., Leadville Ave. to Gekeler Lane; Division Ave., Enterprise St., Amity Rd. to Commerce Ave.; Latah St., Overland Rd. to Alpine St.; and Fairview Ave., Locust Grove Rd. to Cloverdale Rd.							
13906	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	159,000.00
Replace public transportation bus or facility in the Nampa Urbanized Area.							
13912	LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	328,000.00
Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.							
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
Provides for Americans with Disabilities Act (ADA) ramp improvements at eight locations on I-84B (Garrity Boulevard) in Nampa.							
14344	LOCAL, S MIDLAND BLVD PEDESTRIAN SIGNAL, NAMPA	3	2017	Federal-Aid, Local Road System	NAMPA	Project Closed	189,462.00
This project will place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection.							
14363	LOCAL, DEER FLAT BICYCLE /PEDESTRIAN PLAN, CANYON C	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Development	230,000.00
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
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.							
18728	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	4,833,547.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors within the Boise Urbanized Area.							
18833	SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	583,000.00
Completes the SH-55 (Eagle Road) corridor with adaptive signals in order to help address heavy volumes of traffic.							
18838	OFFSYS, MILL CR ELEM SCHOOL SR2S, GREATER MIDDLETO	3	2017	Federal-Aid, Local Road System	MISCELLANEOUS	Project Closed	299,662.00
This project includes a 12-foot pathway from Cornell Street to Mill Creek Elementary. It will cross a new bridge and connect to a pathway to Johnson Park Estates and the back entrance to Mill Creek Elementary. An eight-foot pathway will also be construct							
18847	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,316,999.78
Replace public transportation bus or facility in FY 2019 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.							
18905	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VR	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,496,000.00
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.							
18954	OFFSYS, HEIGHTS ELEM SCHOOL SR2S, MIDDLETON	3	2016	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	221,565.00
This project will add missing segments of sidewalk that lead to Heights Elementary on the west side of Cemetery Road in Middleton.							

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
19057	LOCAL, ROLLING STOCK, INFRASTRUCTURE AND TECHNOLO	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,243,747.00
Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area.							
19180	US 20, BROADWAY BR GIRDERS, BOISE	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,118,590.00
This project has been split out of KN 11588 to pre-order steel girder and H piles before the actual bridge contract will be in place, to stay on schedule.							
19181	US 20, BROADWAY BR, CHRIST CHAPEL MITIGATION	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	306,785.00
The Christ Chapel Mitigation required prior to Broadway bridge construction.							
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
This project will diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on the mainline of I-84 from milepost 48.1 to milepost 51.3 including all ramps for the flying WYE and the Cole Interchange. Other improvements include partial concrete slab replacement and joint repair.							
19303	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, CO	3	2021	Federal-Aid, Local Road System	COMPASS	Development	850,000.00
Collect local travel data from households and bus riders to update and recalibrate the regional travel demand model.							
19345	STATE, I 84 AND SH 21 BRIDGE REPAIRS	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,326,810.00
This project will provide bridge deck preservation and preventative maintenance to the bridges, bridge approaches and guardrail in various locations throughout District 3.							
19389	LOCAL, FY21 COMPASS PLANNING (3)	3	2020	Federal-Aid, Local Road System	COMPASS	Project Closed	331,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
19417	OFFSYS, FRIENDS RD RRX, GREENLEAF	3	2017	State Funded Program	GREENLEAF	Awarded (or equiv.)	65,000.00
Remove existing crossing material (Asphalt/Gravel) and Install new insulated concrete planking. Install new rail crossing signs.							
19442	I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,967,123.00
Rehabilitate six bridges on I-84 in Ada and Canyon Cos. at: Sand Hollow Rd. crossing, Franklin Rd., Galloway Rd, Purple Sage Rd., SH-44 (Middleton), and US-20 (Parma), as well as 5 additional bridges outside of the COMPASS Planning Area.							
19461	OFFSYS, ACADEMY RD BVRR RRX, GREENLEAF	3	2018	Federal-Aid, Local Road System	GREENLEAF	Awarded (or equiv.)	60,600.00
Remove existing crossing material (Asphalt/Gravel) and Install new insulated concrete planking. Install new rail crossing signs.							
19521	LOCAL, FY20 ACHD COMMUTERIDE	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	275,000.00
This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program.							
19571	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDAT	3	2020	Federal-Aid, Local Road System	COMPASS	Development	724,509.00
Major update to the regional long-range transportation plan. Includes: transportation/land use preference survey with focus groups, financial forecast assumptions review, growth scenario recalibration, public involvement, graphics and editing, and printing.							
19627	SH 19, ROEDEL AVE BVRR RRX, CALDWELL	3	2018	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	633,000.00
This project is sponsored by ITD to add cantilever signals and improve the crossing surface for the entire length of the crossing.							
19685	STP-7073, COLE RD; SPECTRUM TO CENTURY WAY MEDIANS	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	383,682.06
This project will install a raised concrete median to replace the existing temporary median in Boise on Cole Road between Spectrum Street and S Century Way. The temporary median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median, the left turn pockets and reduce crashes.							
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
This project will restore the pavement on US-20 from milepost 48.13 to milepost 52.12 in downtown Boise by milling off the old surface and inlaying a new one.							
19783	STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND TR	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Development	5,378,000.00
Complete safety improvements and pavement rehabilitation on Bogus Basin Rd from milepost 9 to Bogus Basin Mountain Recreation Area (MP 16.2) and add a trailhead to support recreational use of Boise National Forest lands. The purpose of this project is to improve public and federal agencies' access to the Boise National Forest.							
Anticipated improvements include a mill and overlay consisting of Superpave asphalt, new concrete curbing, guardrail/barrier extensions/replacements, additional signage, and modifying and improving drainage. In addition, the project will create a new trailhead, which will include a new ingress/egress point from Bogus Basin Rd, the parking area, and a comfort station.							
19803	LOCAL, BICYCLE PARKING MAIN ST STATION, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	49,110.00
This project will purchase bike racks, bike repair equipment, security infrastructure, and tenant improvement furnishings for a secure inside bike storage.							

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19814	I 84, KARCHER IC, NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	3,352,791.10
The I-84; KARCHER INTERCHANGE IMPROVEMENTS project in the City of Nampa in Canyon County will improve safety and congestion at the Karcher Interchange							
19847	LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	483,839.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area.							
19874	I 84, BLACKS CR RD IC, ADA CO	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	15,116,023.00
Replace the Blacks Creek Interchange at I-84 in Ada County and upgrade the ramps to meet the standards for an 80 mph speed limit. The bridge was originally built in 1962.							
19875	SMA-9773, N LINDER RD BVRR RRX, MERIDIAN	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	612,000.00
This project will install crossing signals and gates at the North Linder railroad crossing in Meridian. The project is located on SMA-9773 at mile point 11.329.							
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
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.							
19920	LOCAL, FY22 COMPASS PLANNING	3	2022	Federal-Aid, Local Road System	COMPASS	Development	331,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
19965	SH 69, KUNA TO MERIDIAN	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,070,053.00
The SH-69; Kuna to Meridian project located in Ada county will resurface the pavement to preserve the structural capacity of the existing roadway. Signals will be added at Lake Hazel and Hubbard Lane.							
19993	LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOISE	3	2022	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	34,000.00
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.							
19997	SH 69, SIGNAL INSTALLATION AT HUBBARD & LAKE HAZEL	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	863,444.00
The project is located near the city of Kuna in Ada County and will signalize two intersections at Lake Hazel Road and Hubbard road to improve safety.							
20003	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	2,503,759.00
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Emerald St., Cole Rd. to Orchard St.; Orchard St., Overland Rd. to Franklin Rd. (subject to change). More details can be found in ACHD's Design and Construction Review Online.							
20046	LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	331,000.43
Replace vans used in the Commuteride system in FY2019 in the Boise Urbanized Area.							
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
Seal coat the pavement surface on I-84 from the Canyon Co. border to Farmers Sebree Canal (near the Parma exit). The project will improve ride quality and extend the life of the pavement. The project is located between mile points 17.628 and 26.349.							
20076	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Project Closed	555,555.56
This project will construct a nearly half-mile long 10-foot wide multiple-use asphalt and concrete pathway along Indian Creek, build two (2) pedestrian bridges Indian Creek, build a crosswalk over Simplot Blvd., and construct lighting along the entire pathway system.							
20091	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	611,014.00
Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Cherry Lane, Shoshone St. to Broxon St.; Elder St., Owyhee St. to Vista Ave.; and Owyhee St., Elder St. to Cherry Lane (subject to change). More details can be found in ACHD's Design and Construction Review online.							
20095	LOCAL, BOISE STATE UNIVERSITY SECURE BIKE FACILITIES	3	2018	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Project Closed	125,500.00
Construct a secured bike parking area for public access on the edge of the Boise State University campus.							
20129	LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD	3	2022	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	3,367,350.00
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.							
20141	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAM	3	2019	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	566,524.00
This project will construct approximately 633 feet of 8-foot-wide, multi-use, asphalt trail for Indian Creek Pathway.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
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
Extend streetscape improvements along Main Street from Avenue C to Avenue A in the City of Kuna. Improvements include road rehabilitation, crosswalks, bulb-outs (pedestrian refuges) at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. The project is located on SMA-7179 between mile points 0.87 and 1.015.							
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
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.							
20167	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	3	2019	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	613,521.00
The project will install a traffic signal at the intersection of Smith Avenue and Middleton Road. The project will install crash reduction countermeasures to increase driver awareness, protect pedestrians, improve intersection efficiency and enhance vehicle safety. Improvements include a traffic signal, pedestrian facilities, street lighting, lane widening and the installation of turn lanes.							
20173	LOCAL, FY17/18, COMMUTER VAN REPLACEMENT, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	315,130.00
20203	I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	1,980,477.00
This project located in Ada and Elmore counties will sealcoat the pavement surface to improve ride quality and extend the pavement lifespan. The project is located on I-84 between mile points 59.52 and 70.22.							
20220	LOCAL, FY18 COMMUTERIDE VAN REPLACEMENTS	3	2018	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	306,496.87
Replace vans used in the Commuteride system in the Boise Urbanized Area.							
20225	SH 45, DEER FLAT TO I-84B MICROSEAL, NAMPA	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	941,255.00
Micro seal SH 45 from Deer Flat road to 3rd St in downtown Nampa.							
20245	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	344,305.00
Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.							
20249	LOCAL, SAFETY IMPRV AT 62 INTERSECTIONS, GOLDEN GAT	3	2018	Federal-Aid, Local Road System	GOLDEN GATE HD	Project Closed	38,646.00
This project includes the following safety improvements: Install larger stop signs (30" to 36"), Install stop bars (stop bar on minor roads and short segments of centerline), Install advance warning signs (30" to 36").							
20260	LOCAL, FY21 ACHD COMMUTERIDE	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	275,000.00
This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program.							
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
This project will install additional street lighting on State Street, between 16th Street and 23rd Street. The segments of the street in between the intersections are not lighted and have a higher nighttime crash rate than the lighted segments.							
20288	I 84, E BOISE POE LICENSE PLATE READERS, ADA COUNTY	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	815,904.00
Install license plate readers on the east and west bound lanes of the Boise port of entry to allow faster truck movement through the port for trucks not compatible with weigh-in-motion technology. The project includes changeable message signs for information and direction.							
20294	LOCAL, INT COLE RD AND OVERLAND RD, BOISE	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	1,492,720.00
Install signal-controlled right turn lanes on each leg of the Cole Rd and Overland Rd intersection in Boise and install ramps and crosswalks.							
20315	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	13,508,064.15
Expand I-84 to three lanes in each direction between the Karcher Interchange (Midland Blvd.) and Franklin Blvd. in the City of Nampa. Individual construction projects will be identified once the phasing is determined. Projects are funded using INFRA grant, with State funds used as tapered match.							
20405	I 84, FY22 D3 BRIDGE REPAIR	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	89,000.00
The scope of the project is to preserve and maintain 18 bridges along I-84 from MP 3.21 to 89.761; 17 bridges will receive either an epoxy overlay or an HCSC (Hybrid Composite Synthetic Concrete) overlay. One bridge will have the guardrail widened to allow wider traffic to cross.							
20428	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	3,743,289.00
The TECHNOLOGY WAY TO SURPRISE WAY, BOISE project is located on SH-21 in Ada County between Technology Way and Surprise Way. This project will widen SH-21 to include two 12-FT travel lanes, a continuous 14-FT center turn lane, and two 6-FT shoulders. The project is located between mile points 0.787 and 3.023.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20430	STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON	3	2021	Federal-Aid, Local Road System	MIDDLETON	Awarded (or equiv.)	560,000.00
The N Middleton Road & Cornell Street Roundabout project is located in the City of Middleton in Canyon County will improve this intersection with the conversion of the intersection to a mini-roundabout to reduce/eliminate serious injury crashes and fatalities. The project is located on STC-7821 at mile point 100.369.							
20613	SMA-8383, INT LONE STAR & MIDDLETON RD	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	2,659,220.00
The Lone Star Road & Middleton Road Intersection Improvement project is located in the City of Nampa in Canyon County will improve commuter and pedestrian/bike safety and will improve traffic flow with the installation of a traffic signal and sidewalk to reduce/eliminate serious injury crashes and fatalities. The project is located on SMA-8383 between mile points 3.8 and 4.2.							
20639	LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE	3	2020	Federal-Aid, Local Road System	BOISE, CITY OF	Project Closed	215,000.00
Design and construct an Americans with Disabilities Act-compliant, concrete, multi-use pathway ramp connecting the south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. A small section of block retaining wall construction is anticipated.							
20729	LOCAL, FY22 ACHD COMMUTERIDE	3	2022	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	275,000.00
This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program.							
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
Reconstruct and widen the eastbound and westbound shoulders on I-84 from the Karcher/Midland interchange to the Franklin interchange (MP 33.10 – 36.50) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects.							
20797	I 84, KARCHER OVERPASS, NAMPA	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,635,563.36
Demolish and reconstruct the Karcher Road Overpass at I-84 MP 33.97. The existing 5-span bridge will be replaced with a 2-span bridge to allow widening of I-84. The new bridge will have two travel lanes with a shoulder on the southeast side, bike lane and sidewalk on the northwest side. The project includes minor roadway reconstruction for the approaches on each side of the bridge.							
20798	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	74,527,876.80
Reconstruct and widen I-84 from the Northside interchange to the Franklin interchange (MP 34.26 – 35.98). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Northside and Franklin interchanges. This project includes replacement of the Mason Creek Culvert under I-84 just west of the Franklin IC with a 12' x 13' concrete box culvert; replacement of the twin I-84 over UPRR/PID bridges with one single-span concrete box beam bridge; and full reconstruction of the Northside IC. The new Northside IC will be a SPUI IC with one single-span hybrid steel girder I-84 bridge over Northside Boulevard.							
20799	I 84, KARCHER IC TO NORTHSIDE BLVD	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	28,549,890.77
Reconstruct and widen I-84 from the Karcher/Midland interchange to the Northside interchange (MP 33.19 – MP 34.26). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Karcher and Northside interchanges.							
20842	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPAS	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	11,240,670.00
Widen Cloverdale Rd. from Camas Dr. to Trutina Ave. from two lanes to 5 lanes with curb, gutter, sidewalk, and bicycle lanes in accordance with ACHD's Capital Improvement Plan. Replace the bridge and update the structure to current standards to include 4 travel lanes, standard shoulders, and bicycle and pedestrian facilities. The bridge will have higher clearance over I-84 and be built to accommodate a future fifth lane expansion of the Interstate below. Additional details will be available on ACHD's and ITD's website soon.							
21849	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	457,675.00
The JCT SH-78 TO DEER FLAT RD project in Canyon County will restore and rehabilitate roadway pavement by milling/inlaying SH-45 from Deer Flat Road to the junction of SH-78. This work also includes shoulder grading, patching at existing driveways that are in bad or poor condition and hydro demolition, silica fume overlay, joint replacement, concrete repair (e.g. spalling/patching), and concrete crack repair at the Mora Canal (14305).							
21858	US 20, SH 16 TO LINDER RD, ADA COUNTY	3	2021	State Funded Program	PRIVATE	Development	24,810,675.00
This project can be built in two Phases or a single Phase at the discretion of the Developer of the Costco shopping center using State Tax Anticipated Revenue. Phase 1; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP35.762) and the existing five lane section approximately 700ft to the west of Linder Road (MP 37.128, approximately 1.5 miles in length). Phase 2; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP 35.762) and the existing five lane section approximately 800ft to the east of State Highway 16 (MP 34.424, approximately 1.44 miles in length).							
21864	US 20, SH-16 TO TREE FARM WAY (PH2)	3	2019	State Funded Program	PRIVATE	Project Closed	197.82
Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way and the existing five lane section approximately 800ft to the east of State Highway 16 (approximately 1.44 miles in length). This project will be funded and constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue.							
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
This project will evaluate the environmental impacts as a result of widening from two to five lanes within this corridor which extends from Sunny Slope to Middleton Rd.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
21913	LOCAL, BSU COVERED BIKE FACILITY	3	2019	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Project Closed	41,500.00
Construct one covered bicycle parking facility on the Boise State University campus. The covered parking shelters provide shelter from the sun, rain, and snow.							
21968	SH 21, MORES CR BR ASSET PLAN	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	275,000.00
This project will develop a Bridge Asset Management Plan for the high replacement cost Mores Creek bridge on SH-21 at milepoint 17 in Ada Co.							
21999	STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST,	3	2021	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	1,210,903.00
Provide safety improvements on Greenhurst Rd. from Sunnybrook Rd. to Canyon St. in the City of Nampa. The project will install a traffic control signal with pedestrian crossing facilities, a pedestrian-activated flashing beacon crossing light, street lighting, and a raised median to reduce or eliminate fatal and serious injury accidents for roadway users.							
22029	LOCAL, FY19 CANYON CO SR2S COORDINATOR & ACTIVITIES	3	2019	Federal-Aid, Local Road System	MERIDIAN	Awarded (or equiv.)	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22030	LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22031	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22034	STC-8233, MIDLAND BLVD UPRR RRX, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	78,500.00
Upgrade signals at the Midland Blvd. Union Pacific Railroad crossing.							
22050	LOCAL, STODDARD PATH EXT PH 1, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	532,783.00
The Stoddard City Pathway (Iowa to Amity) project is an extension of the existing Stoddard Pathway located in Nampa, Canyon County. The current Stoddard Pathway is approximately 2-miles and connects neighborhoods to parks and schools in southeast Nampa. This extension would add approximately 1/2- mile to the paved trail starting at Iowa Avenue and ending at Amity Avenue.							
22070	LOCAL, STODDARD PATH EXT PH 2, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	539,066.00
The purpose of this project is to extend the Stoddard Pathway from Amity Avenue to Sherman Avenue. The Stoddard City Pathway (Amity to Sherman) extension will provide a safe route to Sherman Elementary, which is one of Nampa's highest needs school. Students and pathway users will be able to utilize an existing crosswalk with a Rapid Flashing Beacon at the Amity Avenue crossing. The project will also tie into the proposed Stoddard City Pathway (Iowa to Amity), creating approximately 2 and 3/4 miles of continuous trail.							
22076	OFFSYS, GRIMES CITY PATHWAY, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	296,229.00
This project is on the Grimes Pathway between Birch Ln. and Karcher Rd and between Franklin Rd. and 11th Ave. It is located in Nampa, Canyon County. The southern section of the project begins on Karcher Rd. and extends northeast between McDonagh Park and the railroad. The northern section of the project begins by connecting to the existing Grimes Pathway in Sunset Oaks Park and extends north to Birch Ln							
22154	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON C	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Development	4,482,574.07
Rebuild Middleton Rd. and Ustick Rd. overpasses at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22180	LOCAL, BICYCLE AND PEDESTRIAN DATA, COMPASS	3	2019	Federal-Aid, Local Road System	COMPASS	Project Closed	7,000.00
A Technology Transfer (T2) grant to purchase an electric cargo bicycle with special equipment (video camera and phone-based measurement tools) to collect pavement conditions on pathways and bicycle lanes to supplement maintenance data for these systems.							
22258	US 20, D3 CULVERT REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	156,933.00
This project will clean and line various culverts to preserve and maintain the roadway infrastructure.							
22460	SH 19, BVRR RRX, GREENLEAF	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	98,200.00
This project will install cantilever gates and lights at the crossing in Greenleaf at milepost 14.24 on SH-19. The crossing# is 819698A							
22593	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	3	2021	Federal-Aid, Local Road System	LOCAL HIGHWAY TECHNICA	Awarded (or equiv.)	2,817,772.29
Replace S 4TH AVE, INDIAN CREEK BR, CALDWELL							
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
Rebuild Middleton Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22619	I 84, USTICK RD OVERPASS, CANYON CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	15,582,836.00
Rebuild Ustick Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22665	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	750,000.00
The EAGLE RD; I-84 TO SH-44 project located between the cities of Meridian and Eagle will rehabilitate the roadway to improve ride quality and extend pavement life.							

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
22944	LOCAL, FY22 STODDARD PATHWAY, NAMPA	3	2022	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	78,000.00
The Stoddard pathway (Sherman Avenue to 2nd Street South) project is an extension of the pathway adding approximately 0.3 miles to the paved trail.							
22995	LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, AD	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	46,000.00
Create approximately five low-stress bicycle routes by adding wayfinding signs and pavement markings. These routes will maximize safety, provide connectivity, and support the bicycle as a viable transportation option for Ada County residents.							
23071	SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, PEL, NAMPA	3	2021	Federal-Aid, State Highway System	NAMPA	Development	405,000.00
Complete a Planning and Environmental Linkages (PEL) review as a first step to determine possible alternatives to realign SH 45 (12th Ave South) through the city of Nampa from Sheridan Ave to 1st St South, with connections to I 84 on Northside Blvd.							
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
Reconstruct and widen eastbound and westbound shoulders on I-84 from the Franklin interchange to the Karcher interchange (MP 29.0 – 33.4) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects.							
23081	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,320,351.75
Reconstruct and widen I-84 from the MP30.84 to the Karcher/Midland interchange (MP 30.84 – 33.2). The project includes widening the existing 4-lane section (2-lanes each direction) to a 6-lane section (3-lanes each direction). This project includes replacement of the Notus Canal structure just west of Ustick.							
23270	I 84, GALLOWAY ROAD UNDERPASS REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	500,000.00
On February 26, 2021, a commercial vehicle hauling a piece of equipment struck the girders over the westbound lanes. This incident damaged four of the girders. ITD Bridge Inspection has examined the structure and has determined that one of the girders must be completely replaced.							
23389	SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE	3	2022	State Funded Program	RAILROADS	Awarded (or equiv.)	7,000.00
Complete resurface: concrete planking, ballast, ties, rails. Split cost with RR.							

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).

FY2023-2029 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: \$2,748

Total Cost (Prev. + Prog.): \$3,016

TIP Achievement:

System Performance

NHS-LOTTR

Safety

Asset Management



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

Funding Source			Program				Local Match		
STBG-U			Local Hwy - Urban				7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	170	2,578	2,748	2,546	202
Fund Totals:	0	0	0	0	170	2,578	2,748	2,546	202

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: \$1,552

Total Cost (Prev. + Prog.): \$1,552

TIP Achievement:

Safety



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.

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	689	214	903	837	66
Fund Totals:	130	519	0	0	689	214	1,552	1,438	114

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

Access to Opportunity, Boise and Garden City

Regionally Significant: Inflated

Key #: 23833

Requesting Agency: ACHD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$6,430

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

TIP Achievement:

Active Transportation

Asset Management

Safety



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. Construction is currently unfunded.

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

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

Regionally Significant: Inflated

Key #: 20841

Requesting Agency: City of Eagle

Project Year: 2023

Total Previous Allocations: \$4,377

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$4,377

TIP Achievement:

Open Space

Safety

Health

Active Transportation



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
2023	0	0	0	0	0	870	870	806	64
Fund Totals:	0	0	0	0	0	870	870	806	64

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	581	581	538	43
Fund Totals:	0	0	0	0	0	581	581	538	43

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
2023	0	0	0	0	0	-1,451	-1,451	0	-1,451
Fund Totals:	0	0	0	0	0	-1,451	-1,451	0	-1,451

*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: \$39

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

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	39	39	36	3				
Fund Totals:	0	0	0	0	0	39	39	36	3				

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: \$510

Total Cost (Prev. + Prog.): \$5,753

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
2023	0	0	0	0	90	420	510	473	37
Fund Totals:	0	0	0	0	90	420	510	473	37

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: \$2

Total Cost (Prev. + Prog.): \$2,305

Project Description

Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on Emerald Street, Cole Road to Orchard Street; Orchard Street, Overland Road to Franklin Road (subject to change). More details can be found in ACHD's Design and Construction Review online: <http://www.achdidaho.org/Projects/DCR/DCR.pdf>.



Funding Source Non-Participating (Local)			Program Hwy - Local Partnerships				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	0	2	2	2	0
Fund Totals:	0	0	0	0	0	2	2	2	0

Capital Maintenance, Phase 2, Boise Area - FY2020

Regionally Significant: Inflated TIP Achievement:

Key #: 19887

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$1,475

Total Programmed Budget: \$0

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
2023	-1	0	0	0	-28	29	0	0	0
Fund Totals:	-1	0	0	0	-28	29	0	0	0

Capital Maintenance, Phase 3, Boise Area - FY2019

Regionally Significant: Inflated TIP Achievement:

Key #: 20091

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$771

Total Programmed Budget: \$10

Total Cost (Prev. + Prog.): \$781

Project Description

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

<http://www.achdidaho.org/Projects/DCR/DCR.pdf>.



Funding Source		Non-Participating (Local)		Program		Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	1	7	8	0	8
Fund Totals:	0	0	0	0	1	7	8	0	8

Funding Source		Local Participating		Program		Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	-1	-7	-8	0	-8
Fund Totals:	0	0	0	0	-1	-7	-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
2023	0	0	0	0	-18	28	10	9	1
Fund Totals:	0	0	0	0	-18	28	10	9	1

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

Sorted by Project Name
All Values in Thousands of Dollars

Centennial Way Roundabout, Caldwell

Regionally Significant: Inflated

Key #: 13484

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$428

Total Programmed Budget: \$3,924

Total Cost (Prev. + Prog.): \$4,352

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.



TIP Achievement:

System Performance

NHS-LOTTR

Safety

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		
2026	0	0	0	0	523	2,739	3,262	3,023	239		
Fund Totals:	0	0	0	0	523	2,739	3,262	3,023	239		

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		
2026	0	0	0	0	0	662	662	613	49		
Fund Totals:	0	0	0	0	0	662	662	613	49		

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

Regionally Significant: Inflated

Key #: 22438

Requesting Agency: City of Nampa

Project Year: PD

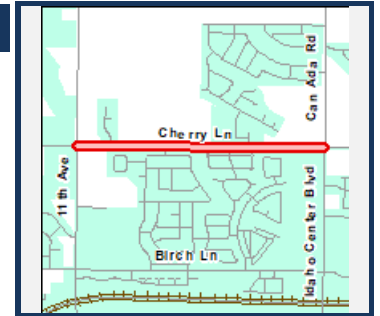
Total Previous Allocations: \$171

Total Programmed Budget: \$1,914

Total Cost (Prev. + Prog.): \$2,085

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.



TIP Achievement:

Open Space

Health

Safety

Active Transportation

Asset Management

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	224	1,690	1,914	1,774	140		
Fund Totals:	0	0	0	0	224	1,690	1,914	1,774	140		

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

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: \$1,874

Total Cost (Prev. + Prog.): \$2,204

TIP Achievement:

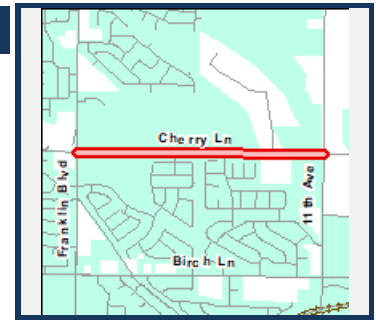
Open Space

Health

Safety

Active Transportation

Asset Management



Project Description

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

Funding Source STBG-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	386	1,488	1,874	1,736	138
Fund Totals:	0	0	0	0	386	1,488	1,874	1,736	138

Commuteride, ACHD – FY2023

Regionally Significant: Inflated

Key #: 22015

Requesting Agency: ACHD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$220

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

TIP Achievement:

Public Transportation



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.

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
2023	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 – FY2024

Regionally Significant: Inflated

TIP Achievement:

Key #: 22436

Public Transportation

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$275

Total Cost (Prev. + Prog.): \$275

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%		
2024	0	0	0	0	0	220	220	220	0			
Fund Totals:	0	0	0	0	0	220	220	220	0			

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	0.00%		
2024	0	0	0	0	0	55	55	55	0			
Fund Totals:	0	0	0	0	0	55	55	55	0			

Commuteride, ACHD – FY2025/FY2026

Regionally Significant: Inflated

TIP Achievement:

Key #: 22386

Public Transportation

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$330

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

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. Funds in the Nampa Urbanized Area are for FY2025 and FY2026. Funds in the Boise Urbanized Area are for FY2025.

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%		
2025	0	0	0	0	0	220	220	220	0			
Fund Totals:	0	0	0	0	0	220	220	220	0			

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	0.00%		
2025	0	0	0	0	0	110	110	110	0			
Fund Totals:	0	0	0	0	0	110	110	110	0			

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

Commuteride, ACHD – FY2026

Regionally Significant: Inflated

TIP Achievement:

Key #: 22738

Public Transportation

Requesting Agency: ACHD

Project Year: 2026

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				
2026	0	0	0	0	0	220	220	220	0				
Fund Totals:	0	0	0	0	0	220	220	220	0				

Commuteride, ACHD – FY2027

Regionally Significant: Inflated

TIP Achievement:

Key #: 23328

Public Transportation

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$275

Total Cost (Prev. + Prog.): \$275

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				
2027	0	0	0	0	0	220	220	220	0				
Fund Totals:	0	0	0	0	0	220	220	220	0				

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				
2027	0	0	0	0	0	55	55	55	0				
Fund Totals:	0	0	0	0	0	55	55	55	0				

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

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

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			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	49	49	45	4				
Fund Totals:	0	0	0	0	0	49	49	45	4				

Cost Increase Set-Aside

Regionally Significant: Inflated **TIP Achievement:**
Key # : 15001 Support



Requesting Agency: COMPASS
 Project Year: 2027
 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 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	0	0	0	0	0	442	442	410	32				
2026	0	0	0	0	0	25	25	23	2				
2027	0	0	0	0	0	109	109	101	8				
Fund Totals:	0	0	0	0	0	576	576	534	42				

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, Lake Hazel Road to Amity Road, Meridian

Regionally Significant:

Inflated

TIP Achievement:

Key #: RD216-04

Health

Requesting Agency: ACHD

Safety

Project Year: 2024

Active Transportation

Total Previous Allocations: \$610

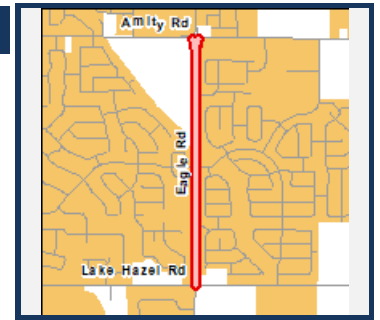
System Performance

Total Programmed Budget: \$6,135

Total Cost (Prev. + Prog.): \$6,745

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.



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	20	750	0	0	0	770	0	770
2024	0	0	0	133	66	5,166	5,365	0	5,365
Fund Totals:	0	20	750	133	66	5,166	6,135	0	6,135

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

Regionally Significant:

Inflated

TIP Achievement:

Key #: RC0133

NHS-LOTTR

Requesting Agency: ACHD

Open Space

Project Year: 2025

Health

Total Previous Allocations: \$600

Safety

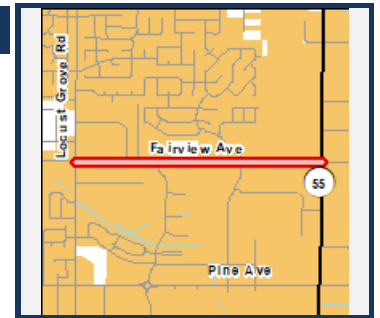
Total Programmed Budget: \$4,700

Total Cost (Prev. + Prog.): \$5,300

Active Transportation

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.



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	10	500	0	0	0	510	0	510
2025	0	0	80	0	40	4,070	4,190	0	4,190
Fund Totals:	0	10	580	0	40	4,070	4,700	0	4,700

Five Mile Road Overpass and Widening, Boise

Regionally Significant: Inflated

Key #: 23095

Requesting Agency: ACHD

Project Year: 2022-2025

Total Previous Allocations: \$2,028

Total Programmed Budget: \$2,224

Total Cost (Prev. + Prog.): \$4,252

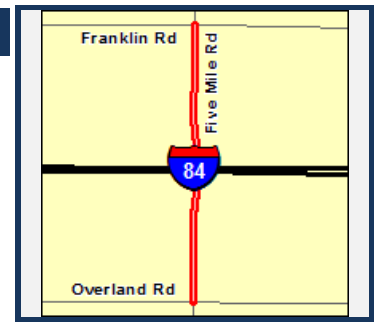
TIP Achievement:

Safety

Health

Active Transportation

System Performance



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.) (Any federal funding for right-of-way intended for sidewalk work only).

Funding Source TAP-TMA			Program				Local Match		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
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 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
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	0	2,214	0	0	0	2,214	0	2,214

Five Mile Road, I-84 Overpass Construction, Boise

Regionally Significant: Inflated

Key #: 23591

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$10,522

Total Cost (Prev. + Prog.): \$10,522

TIP Achievement:

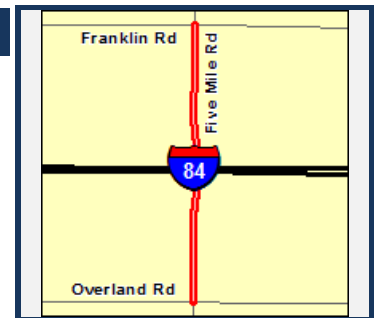
Health

Open Space

Safety

Active Transportation

System Performance



Project Description

Construction for the Five Mile Road overpass over Interstate 84 in the City of Boise. The project will replace the overpass and include bicycle and pedestrian facilities. Design, environmental work, and right-of-way are included in key number 23095.

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
2024	204	408	0	0	0	0	612	567	45
2029	0	0	0	0	901	9,009	9,910	9,183	727
Fund Totals:	204	408	0	0	901	9,009	10,522	9,750	772

Five Mile Road, Overland Road to Franklin Road, Boise

Regionally Significant: Inflated

Key #: RD203-04

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$18,145

Total Cost (Prev. + Prog.): \$18,145

TIP Achievement:

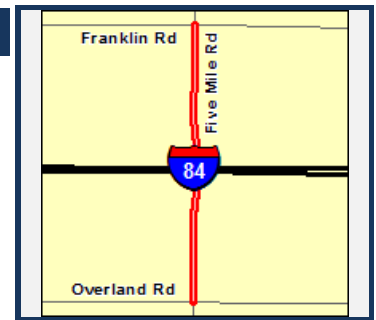
Health

Open Space

System Performance

Active Transportation

Safety



Project Description

Widen Five Mile Road from Overland Road to Franklin Road in the City of Boise to five lanes including enhanced pedestrian and bicycle facilities on both sides of the roadway. Project costs do not include work on the overpass (see associated project key numbers ORN23591). Design, environmental work, and right-of-way are included in key number 23095.

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	
PD	0	0	0	232	849	17,064	18,145	0	18,145	
Fund Totals:	0	0	0	232	849	17,064	18,145	0	18,145	

Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant: Inflated

Key #: 22102

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$431

Total Programmed Budget: \$3,125

Total Cost (Prev. + Prog.): \$3,556

TIP Achievement:

NHS-LOTTR

Open Space

Safety

Active Transportation

System Performance



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		STBG-U		Program			State Hwy - Safety & Capacity (Capacity)		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	270	0	560	2,295	3,125	2,896	229	
Fund Totals:	0	0	270	0	560	2,295	3,125	2,896	229	

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

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

Regionally Significant: Inflated

Key #: 22103

Requesting Agency: City of Nampa

Project Year: PD

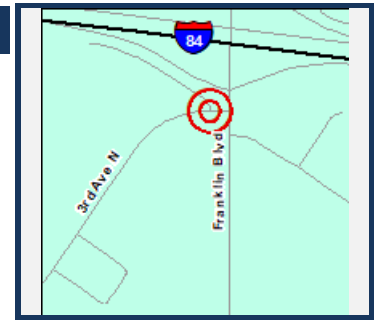
Total Previous Allocations: \$219

Total Programmed Budget: \$8,768

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

Project Description

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



Funding Source		Freight		Program			State Hwy - Freight		Local Match	
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	

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

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	
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	

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

Franklin Road, McDermott Road to Black Cat Road, Ada County

Regionally Significant: Inflated

Key #: 102497

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$6,995

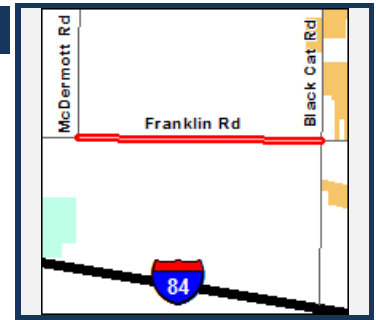
Total Cost (Prev. + Prog.): \$6,995

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

Widen Franklin Road from McDermott Road to Black Cat Road in Ada County including 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
2026	0	548	0	0	0	0	548	0	548
PD	0	0	174	0	0	6,273	6,447	0	6,447
Fund Totals:	0	548	174	0	0	6,273	6,995	0	6,995

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

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

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: \$246

Total Programmed Budget: \$1,645

Total Cost (Prev. + Prog.): \$1,891

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 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	552	552	511	41
Fund Totals:	0	0	0	0	0	552	552	511	41

Funding Source STBG-TMA			Program Local Hwy - CRRSAA 2021					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	263	830	1,093	1,013	80
Fund Totals:	0	0	0	0	263	830	1,093	1,013	80

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

Regionally Significant: Inflated

Key #: 19951

Requesting Agency: Canyon Highway District

Project Year: 2027

Total Previous Allocations: \$419

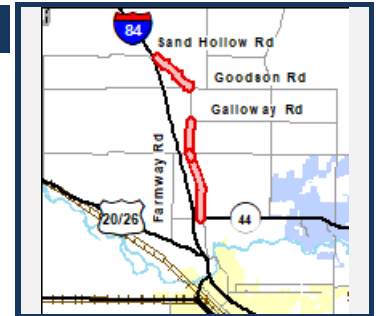
Total Programmed Budget: \$3,687

Total Cost (Prev. + Prog.): \$4,106

TIP Achievement:

Asset Management

Safety



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 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	50	0	0	0	50	46	4
2027	0	0	0	0	527	3,110	3,637	3,370	267
Fund Totals:	0	0	50	0	527	3,110	3,687	3,416	271

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

Homedale Road, Curve Improvements, Canyon Highway District

Regionally Significant: Inflated

Key #: 22878

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$132

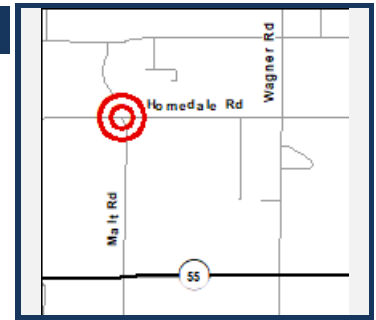
Total Programmed Budget: \$867

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

TIP Achievement:

System Performance

Safety



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	
2023	0	0	21	0	0	0	21	19	2	
2024	0	0	0	0	197	649	846	784	62	
Fund Totals:	0	0	21	0	197	649	867	803	64	

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

Regionally Significant: Inflated

Key #: 23181

Requesting Agency: ITD

Project Year: 2024

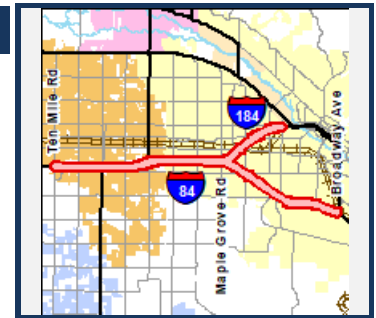
Total Previous Allocations: \$0

Total Programmed Budget: \$520

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

TIP Achievement:

Safety



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 100.00%	
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

Key #: 23188

Requesting Agency: ITD

Project Year: 2028

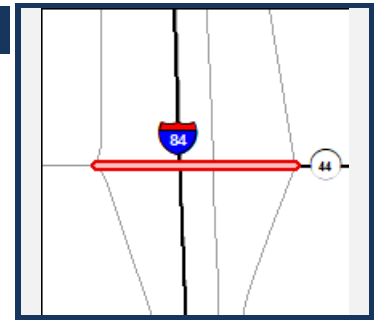
Total Previous Allocations: \$425

Total Programmed Budget: \$16,892

Total Cost (Prev. + Prog.): \$17,317

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 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	1,126	15,766	16,892	15,652	1,240
Fund Totals:	0	0	0	0	1,126	15,766	16,892	15,652	1,240

I-84 Interchange Modification Report, Nampa

Regionally Significant: Inflated

Key #: NEW13

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

Key #: 21967

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$50

Total Programmed Budget: \$2,159

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

TIP Achievement:

Asset Management

Safety



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	188	1,969	2,159	167	1,992
Fund Totals:	2	0	0	0	188	1,969	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, Centennial Interchange to Franklin Interchange, Caldwell

Regionally Significant: Inflated

Key #: 23437

Requesting Agency: ITD

Project Year: 2023

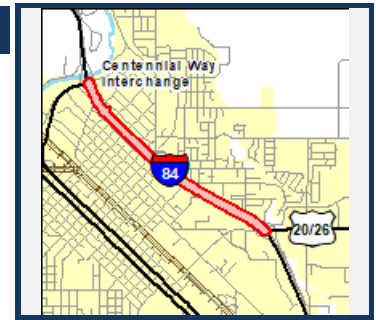
Total Previous Allocations: \$8,250

Total Programmed Budget: \$113,250

Total Cost (Prev. + Prog.): \$121,500

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
2023	0	200	2,100	50	0	0	2,350	0	2,350
Fund Totals:	0	200	2,100	50	0	0	2,350	0	2,350

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
2023	0	0	0	0	10,400	100,000	110,400	0	110,400
Fund Totals:	0	0	0	0	10,400	100,000	110,400	0	110,400

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	0	500	0	0	500	0	500
Fund Totals:	0	0	0	500	0	0	500	0	500

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

Regionally Significant: Inflated

Key #: 22746

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$10

Total Programmed Budget: \$245

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		State		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
2023	0	0	0	0	12	233	245	0	245
Fund Totals:	0	0	0	0	12	233	245	0	245

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

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

Regionally Significant: Inflated

Key #: 23081

Requesting Agency: ITD

Project Year: 2021-2022

Total Previous Allocations: \$47,826

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$47,826

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 - 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
2023	0	0	0	0	-420	-1,000	-1,420	0	-1,420
Fund Totals:	0	0	0	0	-420	-1,000	-1,420	0	-1,420

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
2023	0	0	0	0	420	1,000	1,420	0	1,420
Fund Totals:	0	0	0	0	420	1,000	1,420	0	1,420

I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa

Regionally Significant: Inflated

Key #: 23080

Requesting Agency: ITD

Project Year: 2021

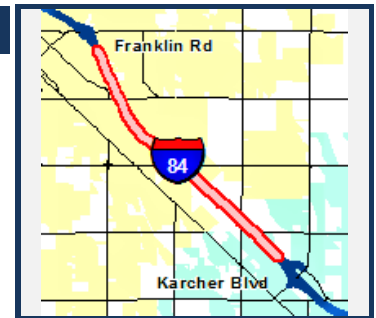
Total Previous Allocations: \$70,289

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$70,289

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 GARVEE 2017			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
2023	0	0	0	0	-420	-1,000	-1,420	0	-1,420
Fund Totals:	0	0	0	0	-420	-1,000	-1,420	0	-1,420

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
2023	0	0	0	0	420	1,000	1,420	0	1,420
Fund Totals:	0	0	0	0	420	1,000	1,420	0	1,420

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

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

Regionally Significant: Inflated

Key #: 20212

Requesting Agency: ITD

Project Year: 2026

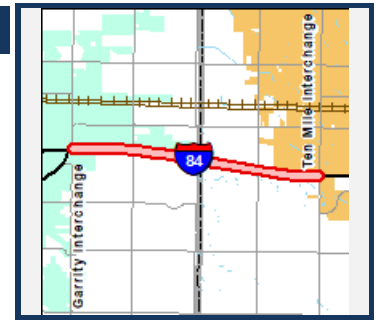
Total Previous Allocations: \$90

Total Programmed Budget: \$3,576

Total Cost (Prev. + Prog.): \$3,666

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		IM Program State Hwy - Pavement Preservation						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	269	3,307	3,576	3,300	276
Fund Totals:	0	0	0	0	269	3,307	3,576	3,300	276

I-84, Interchange Ramps, District 3

Regionally Significant: Inflated

Key #: 23544

Requesting Agency: ITD

Project Year: 2027

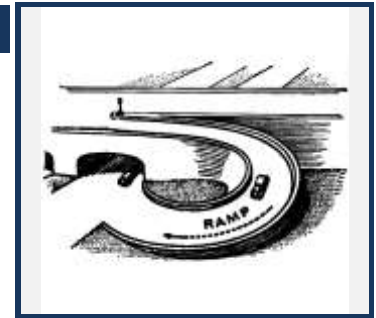
Total Previous Allocations: \$0

Total Programmed Budget: \$6,141

Total Cost (Prev. + Prog.): \$6,141

Project Description

Restore the pavement surface on the ramps of Interstate 84 and Interstate 184 at Franklin Road in the City of Boise, State Highway 55 (Eagle Road) in the City of Meridian, and Black Canyon Road in Canyon County. Work includes a mill and inlay treatment.



Funding Source		STBG-State Program State Hwy - Pavement Preservation						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	109	199	0	0	0	0	308	285	23
2027	0	0	0	0	397	5,436	5,833	5,405	428
Fund Totals:	109	199	0	0	397	5,436	6,141	5,690	451

I-84, Karcher Road Interchange, Nampa

Regionally Significant: Inflated

Key #: 23336

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$2,250

Total Programmed Budget: \$31,500

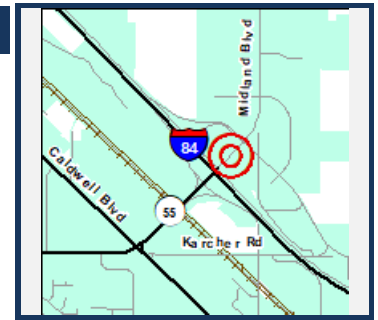
Total Cost (Prev. + Prog.): \$33,750

TIP Achievement:

System Performance

NHS-LOTTR

Safety



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		State		Program				TECM Early Development		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	100.00%	
2023	0	0	0	0	2,650	25,000	27,650	0	27,650		
Fund Totals:	0	0	0	0	2,650	25,000	27,650	0	27,650		

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	100.00%	
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:	0	1,100	2,200	50	0	0	3,350	0	3,350		

Funding Source		Leading Idaho		Program				Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	100.00%	
2024	0	0	0	500	0	0	500	0	500		
Fund Totals:	0	0	0	500	0	0	500	0	500		

*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

Support

Requesting Agency: ITD

Safety

Project Year: 2022-2023

Total Previous Allocations: \$1,330

Total Programmed Budget: \$175

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		

I-84, Robinson Road Underpass Repair, Nampa

Regionally Significant:

Inflated

TIP Achievement:

Key #: 23455

Requesting Agency: ITD

Project Year: 2022

Total Previous Allocations: \$200

Total Programmed Budget: \$266

Total Cost (Prev. + Prog.): \$466

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		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		
2023	1	0	0	0	-1	266	266	0	266		
Fund Totals:	1	0	0	0	-1	266	266	0	266		

I-84, Striping – FY2023

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

Requesting Agency: ITD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$560
 Total Cost (Prev. + Prog.): \$560



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 Highway - Safety		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	50	510	560	0	560	
Fund Totals:	0	0	0	0	50	510	560	0	560	

I-84, Striping – FY2024

Regionally Significant: Inflated TIP Achievement:
 Key #: 23803 Safety

Requesting Agency: ITD
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$725
 Total Cost (Prev. + Prog.): \$725



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 Highway - Safety		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	725	725	0	725	
Fund Totals:	0	0	0	0	0	725	725	0	725	

I-84, Striping – FY2025

Regionally Significant: Inflated TIP Achievement:
 Key #: 23804 Safety

Requesting Agency: ITD
 Project Year: 2025
 Total Previous Allocations: \$0
 Total Programmed Budget: \$725
 Total Cost (Prev. + Prog.): \$725



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 Highway - Safety		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	725	725	0	725	
Fund Totals:	0	0	0	0	0	725	725	0	725	

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

I-84, Striping – FY2026

Regionally Significant: Inflated TIP Achievement:
 Key #: 23805 Safety

Requesting Agency: ITD
 Project Year: 2026
 Total Previous Allocations: \$0
 Total Programmed Budget: \$725
 Total Cost (Prev. + Prog.): \$725



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 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	
2026	0	0	0	0	0	725	725	0	725	
Fund Totals:	0	0	0	0	0	725	725	0	725	

I-84, Striping – FY2027

Regionally Significant: Inflated TIP Achievement:
 Key #: 23806 Safety

Requesting Agency: ITD
 Project Year: 2027
 Total Previous Allocations: \$0
 Total Programmed Budget: \$725
 Total Cost (Prev. + Prog.): \$725



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 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	
2027	0	0	0	0	0	725	725	0	725	
Fund Totals:	0	0	0	0	0	725	725	0	725	

I-84, Striping – FY2028

Regionally Significant: Inflated TIP Achievement:
 Key #: 23807 Safety

Requesting Agency: ITD
 Project Year: 2028
 Total Previous Allocations: \$0
 Total Programmed Budget: \$725
 Total Cost (Prev. + Prog.): \$725



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 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	
2028	0	0	0	0	0	725	725	0	725	
Fund Totals:	0	0	0	0	0	725	725	0	725	

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

I-84, Striping – FY2029

Regionally Significant: Inflated

TIP Achievement:

Key #: 23808

Safety

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$725

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

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 Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2029	0	0	0	0	0	725	725	0	725		
Fund Totals:	0	0	0	0	0	725	725	0	725		

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 22712

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2027

Total Previous Allocations: \$138

Total Programmed Budget: \$1,984

Total Cost (Prev. + Prog.): \$2,122

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		
2027	0	0	0	0	182	1,417	1,599	0	1,599		
Fund Totals:	0	0	0	0	182	1,417	1,599	0	1,599		

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	385	0	0	0	385	0	385		
Fund Totals:	0	0	385	0	0	0	385	0	385		

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

Indiana and Orchard Shared Roadway, Canyon County

Regionally Significant: Inflated

Key #: 22602

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$132

Total Programmed Budget: \$5,171

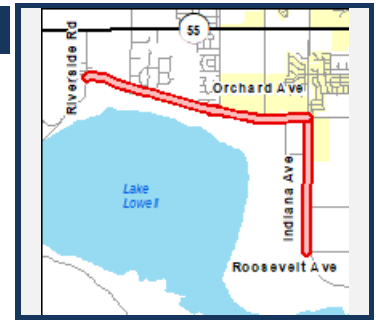
Total Cost (Prev. + Prog.): \$5,303

TIP Achievement:

Open Space

Active Transportation

Safety



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 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
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	249	0	0	375	4,547	5,171	4,791	380		

JCT SH 78 to Nampa, Corridor Plan

Regionally Significant: Inflated

Key #: 09971

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$47

Total Programmed Budget: \$10

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

TIP Achievement:

Support



Project Description

Develop a multi-county corridor study between Junction State Highway 78 to Nampa

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		

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

Kuna to Meridian, Corridor Plan

Regionally Significant: Inflated

TIP Achievement:

Key #: 09969

Support

Requesting Agency: ITD

Project Year:

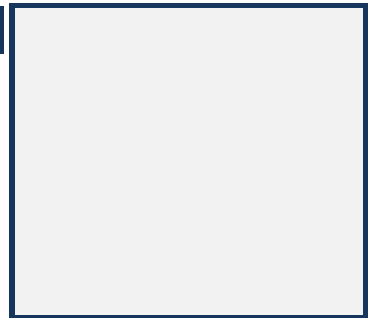
Total Previous Allocations: \$294

Total Programmed Budget: \$50

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

Project Description

Develop a corridor study for State Highway 69, Kuna to Meridian.



Funding Source		STBG-State		Program				Hwy - State Planning & Research		Local Match	
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		

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

Regionally Significant: Inflated

TIP Achievement:

Key #: RD207-29

Open Space

Requesting Agency: ACHD

Health

Project Year: PD

Safety

Total Previous Allocations: \$565

Active Transportation

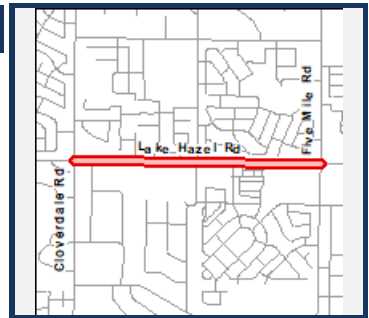
Total Programmed Budget: \$5,753

Total Cost (Prev. + Prog.): \$6,318

System Performance

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.



Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	10	750	0	0	0	760	0	760		
PD	0	0	0	194	299	4,500	4,993	0	4,993		
Fund Totals:	0	10	750	194	299	4,500	5,753	0	5,753		

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

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

Regionally Significant: Inflated

Key #: RD209-18

Requesting Agency: ACHD

Project Year: 2026-2027

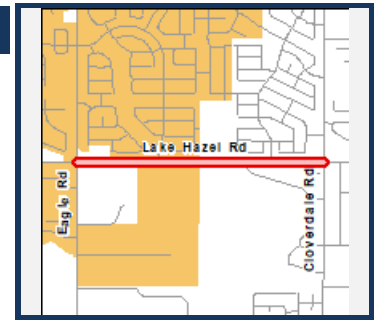
Total Previous Allocations: \$364

Total Programmed Budget: \$12,584

Total Cost (Prev. + Prog.): \$12,948

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:

Open Space

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
2023	0	30	402	0	0	0	432	0	432
2026	0	0	0	20	618	10,314	10,952	0	10,952
2027	0	0	0	0	0	1,200	1,200	0	1,200
Fund Totals:	0	30	402	20	618	11,514	12,584	0	12,584

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

Regionally Significant: Inflated

Key #: RD207-30

Requesting Agency: ACHD

Project Year: PD

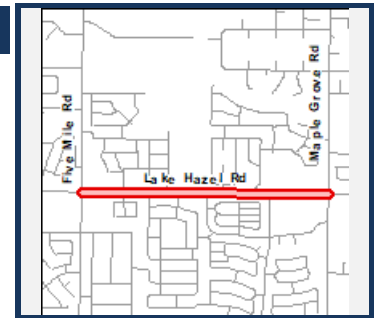
Total Previous Allocations: \$0

Total Programmed Budget: \$6,160

Total Cost (Prev. + Prog.): \$6,160

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.



TIP Achievement:

Open Space

Health

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
2024	0	416	5	0	0	0	421	0	421
2025	0	0	246	0	0	0	246	0	246
PD	0	0	0	60	62	5,371	5,493	0	5,493
Fund Totals:	0	416	251	60	62	5,371	6,160	0	6,160

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

Regionally Significant:

Inflated

TIP Achievement:

Key #: RD216-05

Open Space

Requesting Agency: ACHD

System Performance

Project Year: PD

Active Transportation

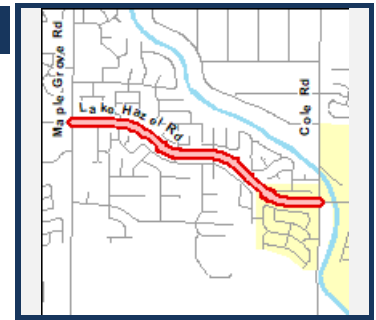
Total Previous Allocations: \$0

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		
2026	0	332	4	0	0	0	336	0	336		
PD	0	0	60	0	0	3,665	3,725	0	3,725		
Fund Totals:	0	332	64	0	0	3,665	4,061	0	4,061		

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

Regionally Significant:

Inflated

TIP Achievement:

Key #: RC0207

Open Space

Requesting Agency: ACHD

Safety

Project Year: PD City of Meridian
ITD

Active Transportation

System Performance

Total Previous Allocations: \$0

Total Programmed Budget: \$25,063

Total Cost (Prev. + Prog.): \$25,063

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 the City of Meridian.



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	200	0	0	0	0	200	0	200		
PD	0	1,126	2,631	293	704	20,109	24,863	0	24,863		
Fund Totals:	0	1,326	2,631	293	704	20,109	25,063	0	25,063		

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

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

Regionally Significant: Inflated

Key #: RD209-28

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$578

Total Programmed Budget: \$8,393

Total Cost (Prev. + Prog.): \$8,971

TIP Achievement:

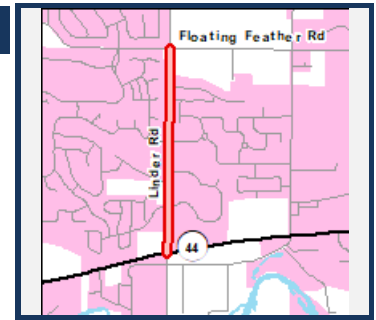
Health

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
2023	0	16	675	0	0	0	691	0	691
2026	0	0	0	0	72	6,830	6,902	0	6,902
2027	0	0	0	0	0	800	800	0	800
Fund Totals:	0	16	675	0	72	7,630	8,393	0	8,393

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: \$0

Total Programmed Budget: \$20,907

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

TIP Achievement:

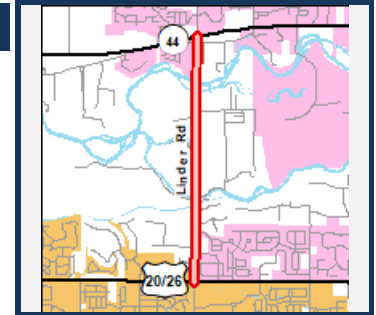
Open Space

Health

Safety

Asset Management

Active Transportation



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	698	5	5	0	0	708	0	708
2025	0	698	51	0	0	0	749	0	749
2026	0	0	1,600	0	0	0	1,600	0	1,600
PD	0	0	0	0	0	17,850	17,850	0	17,850
Fund Totals:	0	1,396	1,656	5	0	17,850	20,907	0	20,907

*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

Develop a multi-county corridor study for State Highway 55, between Marsing and New Meadows (49% Valley, 8% Ada, 11% Canyon, 24% Boise, 8% Adams Counties).

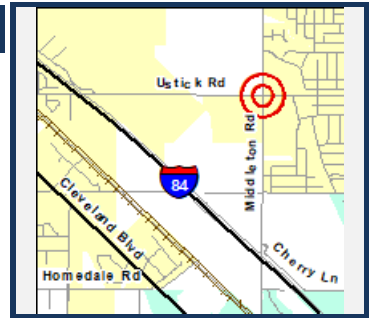
Funding Source		NHPP						Program		Hwy - Metropolitan Planning		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2023	11	0	0	0	0	0	11	10	1				
Fund Totals:	11	0	0	0	0	0	11	10	1				

Middleton Road and Ustick Road, Roundabout, Caldwell

Regionally Significant: Inflated **TIP Achievement:**
Key # : 13487 System Performance

Requesting Agency: City of Caldwell
 Project Year: 2023
 NHS-LOTTR
 Safety

Total Previous Allocations: \$953
 Total Programmed Budget: \$4,444
 Total Cost (Prev. + Prog.): \$5,397



Project Description

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

Funding Source		STBG-U						Program		Local Hwy - 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	719	3,725	4,444	4,118	326				
Fund Totals:	0	0	0	0	719	3,725	4,444	4,118	326				

Midland Boulevard and Iowa Avenue Intersection Improvements, Nampa

Regionally Significant: Inflated

Key #: NAM04

Requesting Agency: City of Nampa

Project Year:

Total Previous Allocations: \$226

Total Programmed Budget: \$2,800

Total Cost (Prev. + Prog.): \$3,026

TIP Achievement:

Transportation Safety

System Performance

Safety

Health

Active Transportation



Project Description

Convert the all-way stop controlled intersection to a roundabout. Improvements include curb, gutter, sidewalk, pedestrian ramps, and bicycle facilities, as well as illumination and stormwater improvements. This project is listed for information only to make it eligible for possible conversion to federal-aid funding in the future.

Funding Source Local (Regionally Significant) Program Hwy - Non-Participating								Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	100	0	0	350	150	2,200	2,800	2,800	0
Fund Totals:	100	0	0	350	150	2,200	2,800	2,800	0

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

Regionally Significant: Inflated

Key #: 22016

Requesting Agency: Canyon Highway District

Project Year: 2027 City of Caldwell

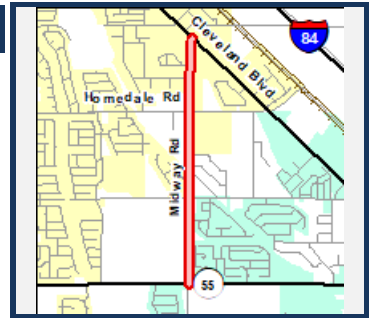
City of Nampa

TIP Achievement:

Active Transportation

Asset Management

Safety



Total Previous Allocations: \$436

Total Programmed Budget: \$3,034

Total Cost (Prev. + Prog.): \$3,470

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
2027	0	0	0	0	485	2,549	3,034	2,811	223
Fund Totals:	0	0	0	0	485	2,549	3,034	2,811	223

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

MS4 Permit and Storm Water Management Program, Ada County

Regionally Significant: Inflated TIP Achievement:
 Key #: 23599 Support

Requesting Agency: ITD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$250
 Total Cost (Prev. + Prog.): \$250



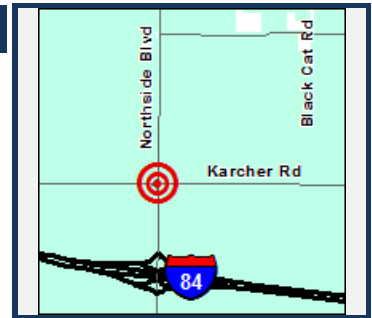
Project Description

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2023	0	250	0	0	0	0	250	232	18			
Fund Totals:	0	250	0	0	0	0	250	232	18			

Northside Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant: Inflated TIP Achievement:
 Key #: 23731 System Performance
 Requesting Agency: City of Nampa Freight Movement
 Project Year: PD Safety
 Total Previous Allocations: \$0
 Total Programmed Budget: \$5,677
 Total Cost (Prev. + Prog.): \$5,677



Project Description

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

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	416	655	0	0	0	1,071	992	79			
2026	0	0	0	0	0	4,606	4,606	4,268	338			
Fund Totals:	0	416	655	0	0	4,606	5,677	5,260	417			

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

Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant: Inflated

Key #: 13494

Requesting Agency: Canyon Highway District

Project Year: 2026-2027 of Caldwell

Total Previous Allocations: \$3,165

Total Programmed Budget: \$10,544

Total Cost (Prev. + Prog.): \$13,709

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:

- Safety
- Open Space
- Active Transportation
- System Performance



Funding Source		Bridge (Local)		Program				Local Hwy - Bridge		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	152	0	0	0	152	141	11		
2026	0	0	0	0	916	7,190	8,106	7,511	595		
Fund Totals:	0	0	152	0	916	7,190	8,258	7,652	606		

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		
2024	0	0	174	0	0	0	174	161	13		
2027	0	0	0	0	380	1,732	2,112	1,957	155		
Fund Totals:	0	0	174	0	380	1,732	2,286	2,118	168		

Orchard Street Realignment, Gowen Road to Victory Road, Boise

Regionally Significant: Inflated

Key #: RD207-01

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$802

Total Programmed Budget: \$23,785

Total Cost (Prev. + Prog.): \$24,587

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.

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		
2023	0	52	2,975	0	0	0	3,027	0	3,027		
2026	0	0	0	0	0	12,478	12,478	0	12,478		
2027	0	0	0	0	0	8,280	8,280	0	8,280		
Fund Totals:	0	52	2,975	0	0	20,758	23,785	0	23,785		

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

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.

TIP Achievement:

Health

Active Transportation

Safety



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: \$269

Total Programmed Budget: \$1,345

Total Cost (Prev. + Prog.): \$1,614

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.

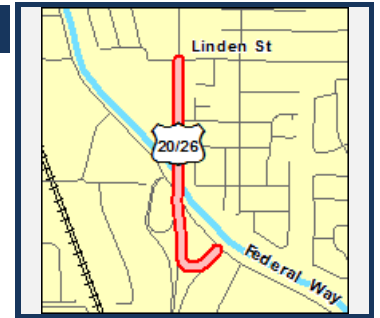
TIP Achievement:

Open Space

Safety

Health

Active Transportation



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	111	0	0	0	111	103	8
2027	0	0	0	52	193	989	1,234	1,143	91
Fund Totals:	0	0	111	52	193	989	1,345	1,246	99

Pathway, Greenbelt Completion, Boise State

Regionally Significant: Inflated

Key #: 22385

Requesting Agency: Boise State University

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$873

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

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	40	0	0	0	0	51	47	4
2026	0	0	0	0	55	767	822	762	60
Fund Totals:	11	40	0	0	55	767	873	809	64

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: \$492

Total Cost (Prev. + Prog.): \$569

TIP Achievement:

Safety

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	398	458	424	34
Fund Totals:	0	0	0	0	60	398	458	424	34

Funding Source STBG-U			Program					Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	34	0	0	0	0	34	34	0
Fund Totals:	0	34	0	0	0	0	34	34	0

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

Pathway, Rail with Trail, Meridian

Regionally Significant: Inflated

Key #: 13918

Requesting Agency: City of Meridian

Project Year: 2024

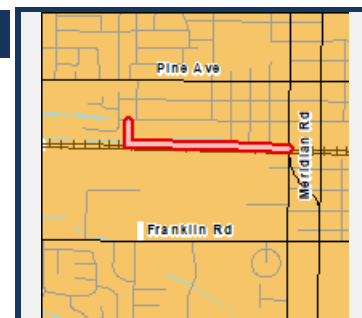
Total Previous Allocations: \$195

Total Programmed Budget: \$540

Total Cost (Prev. + Prog.): \$735

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		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	47	493	540	500	40		
Fund Totals:	0	0	0	0	47	493	540	500	40		

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

Regionally Significant: Inflated

Key #: 22931

Requesting Agency: City of Boise

Project Year: 2027

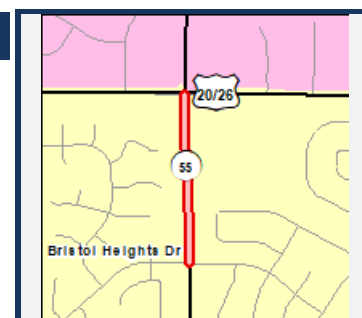
Total Previous Allocations: \$0

Total Programmed Budget: \$362

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

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		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	16	49	0	0	0	0	65	60	5		
2027	0	0	0	0	41	256	297	275	22		
Fund Totals:	16	49	0	0	41	256	362	335	27		

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

Regionally Significant: Inflated

Key #: 20542

Requesting Agency: City of Meridian

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$700

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

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
2024	14	80	0	0	0	0	94	87	7
2026	0	0	102	0	0	0	102	95	7
PD	0	0	0	0	44	460	504	467	37
Fund Totals:	14	80	102	0	44	460	700	649	51

Pathway, SH-55 (Eagle Road), McMillan to Bristol Heights, Boise

Regionally Significant: Inflated

Key #: 23685

Requesting Agency: City of Boise

Project Year: 2027

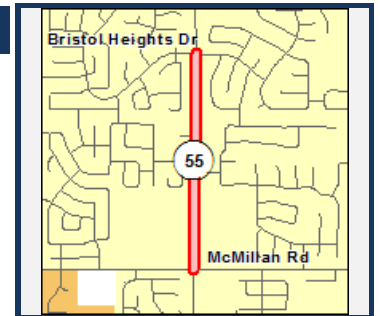
Total Previous Allocations: \$0

Total Programmed Budget: \$1,084

Total Cost (Prev. + Prog.): \$1,084

Project Description

Construct a 10-foot wide concrete multiuse pathway on the west side of State Highway 55 (Eagle Road) between McMillan Road and Bristol Heights in the City of Boise. The pathway will be detached from the highway by a minimum 8-foot buffer.



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	210	0	0	0	0	210	195	15
2025	0	0	121	0	0	0	121	112	9
2027	0	0	0	0	238	505	743	688	55
Fund Totals:	0	210	121	0	238	505	1,074	995	79

Funding Source AC (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
2024	10	0	0	0	0	0	10	0	10
Fund Totals:	10	0	0	0	0	0	10	0	10

*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: \$14,269

Total Programmed Budget: \$0

Total Cost (Prev. + Prog.): \$14,269

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 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
2023	0	0	0	0	0	6,002	6,002	5,561	441
Fund Totals:	0	0	0	0	0	6,002	6,002	5,561	441

Funding Source			Program					Local Match	
AC (Local)			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	0	0	0	0	-6,002	-6,002	0	-6,002
Fund Totals:	0	0	0	0	0	-6,002	-6,002	0	-6,002

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

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

Regionally Significant: Inflated

Key #: 20122

Requesting Agency: ACHD

Project Year: 2023

Total Previous Allocations: \$243

Total Programmed Budget: \$2,417

Total Cost (Prev. + Prog.): \$2,660

TIP Achievement:

Active Transportation

Asset Management

Safety



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 Dead-end.

Funding Source		Local Participating		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	58	58	58	0		
Fund Totals:	0	0	0	0	0	58	58	58	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		
2023	-5	-99	0	0	306	2,157	2,359	2,186	173		
Fund Totals:	-5	-99	0	0	306	2,157	2,359	2,186	173		

Pavement Preservation and ADA, Phase 3, Boise Area – FY2023

Regionally Significant: Inflated

Key #: 20006

Requesting Agency: ACHD

Project Year: 2023-2024

Total Previous Allocations: \$94

Total Programmed Budget: \$1,035

Total Cost (Prev. + Prog.): \$1,129

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. 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		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	1,035	1,035	959	76		
Fund Totals:	0	0	0	0	0	1,035	1,035	959	76		

Peckham Road Intersections, Canyon County

Regionally Significant: Inflated

Key #: 22101

Requesting Agency: Golden Gate HD

Project Year: 2023

Total Previous Allocations: \$98

Total Programmed Budget: \$459

Total Cost (Prev. + Prog.): \$557

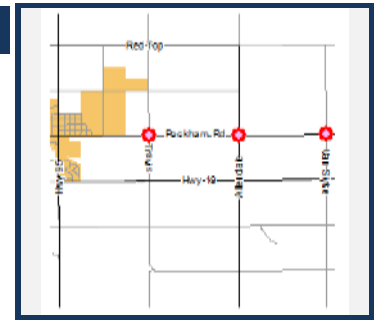
TIP Achievement:

NHS-LOTTR

Freight Movement

System Performance

Safety



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		STBG-R		Program				State Hwy - Safety & Capacity (Capacity)		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share		
2023	0	0	0	80	0	379	459	425	34			
Fund Totals:	0	0	0	80	0	379	459	425	34			

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: \$746

Total Programmed Budget: \$3,595

Total Cost (Prev. + Prog.): \$4,341

TIP Achievement:

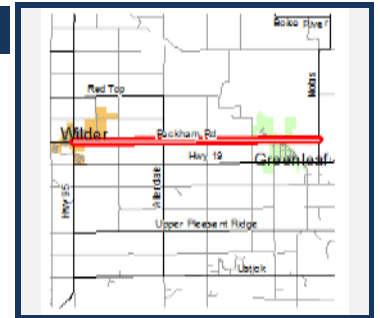
Open Space

Health

Safety

Active Transportation

System Performance



Project Description

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

Funding Source		STBG-R		Program				Local Hwy - Rural		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share		
2023	0	0	0	0	777	2,818	3,595	3,331	264			
Fund Totals:	0	0	0	0	777	2,818	3,595	3,331	264			

Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Regionally Significant: Inflated

Key #: 22018

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Allocations: \$214

Total Programmed Budget: \$685

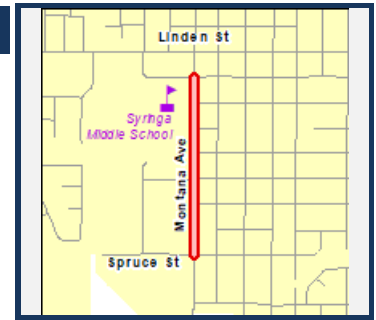
Total Cost (Prev. + Prog.): \$899

TIP Achievement:

Health

Active Transportation

Safety



Project Description

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

Funding Source		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	105	580	685	635	50
Fund Totals:	0	0	0	0	105	580	685	635	50

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: \$128

Total Programmed Budget: \$342

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

TIP Achievement:

Health

Active Transportation

Safety



Project Description

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

Funding Source		TAP-TMA Program Local Hwy - Transportation Alternatives						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	50	0	0	0	0	50	46	4
2025	0	0	0	0	58	234	292	271	21
Fund Totals:	0	50	0	0	58	234	342	317	25

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

Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 18854

Support

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$5,838

Total Cost (Prev. + Prog.): \$5,838

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	
2023	0	0	0	0	0	753	753	602	151	
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	
2027	0	0	0	0	0	1,295	1,295	1,036	259	
Fund Totals:	0	0	0	0	0	5,838	5,838	4,670	1,168	

Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 18842

Support

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$4,634

Total Cost (Prev. + Prog.): \$4,634

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	
2023	0	0	0	0	0	0	0	0	0	
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	
2027	0	0	0	0	0	1,180	1,180	944	236	
Fund Totals:	0	0	0	0	0	4,634	4,634	3,707	927	

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

Planning 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

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	183	0	0	0	0	183	170	13
2024	0	120	0	0	0	0	120	111	9
2025	0	58	0	0	0	0	58	54	4
2026	0	275	0	0	0	0	275	255	20
Fund Totals:	0	636	0	0	0	0	636	589	47

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, COMPASS – FY2024

Regionally Significant: Inflated

TIP Achievement:

Key # : 21889

Support

Requesting Agency: COMPASS

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$331

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

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	
2024	0	232	0	0	0	0	232	215	17	
Fund Totals:	0	232	0	0	0	0	232	215	17	

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	
2024	0	99	0	0	0	0	99	92	7	
Fund Totals:	0	99	0	0	0	0	99	92	7	

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

Planning, COMPASS – FY2025

Regionally Significant: Inflated

TIP Achievement:

Key # : 22387

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$430

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

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities. Funds in the Nampa Urbanized Area are for FY2025 and FY2026. Funds in the Boise Urbanized Area are for FY2025.



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	232	0	0	0	0	232	215	17	
Fund Totals:	0	232	0	0	0	0	232	215	17	

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	
2025	0	198	0	0	0	0	198	183	15	
Fund Totals:	0	198	0	0	0	0	198	183	15	

Planning, COMPASS – FY2026

Regionally Significant: Inflated

TIP Achievement:

Key # : 22800

Support

Requesting Agency: COMPASS

Project Year: 2026

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	
2026	0	232	0	0	0	0	232	215	17	
Fund Totals:	0	232	0	0	0	0	232	215	17	

Planning, COMPASS – FY2027

Regionally Significant: Inflated

TIP Achievement:

Key # : 23327

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$331

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

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	
2027	0	232	0	0	0	0	232	215	17	
Fund Totals:	0	232	0	0	0	0	232	215	17	

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	
2027	0	99	0	0	0	0	99	92	7	
Fund Totals:	0	99	0	0	0	0	99	92	7	

Planning, COMPASS – FY2028

Regionally Significant: Inflated

TIP Achievement:

Key # : 23681

Support

Requesting Agency: COMPASS

Project Year: 2028

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	
2028	0	232	0	0	0	0	232	215	17	
Fund Totals:	0	232	0	0	0	0	232	215	17	

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

Planning, COMPASS – FY2029

Regionally Significant: Inflated

TIP Achievement:

Key #: 23682

Support

Requesting Agency: COMPASS

Project Year: 2029

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		
2029	0	232	0	0	0	0	232	215	17		
Fund Totals:	0	232	0	0	0	0	232	215	17		

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2023

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		

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2024

Regionally Significant: Inflated

TIP Achievement:

Key #: 22494

Support

Requesting Agency: COMPASS

Project Year: 2024

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		
2024	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, FHWA Metropolitan Planning Funds, COMPASS – FY2025

Regionally Significant: Inflated TIP Achievement:
 Key #: 22998 Support

Requesting Agency: COMPASS
 Project Year: 2025
 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	
2025	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	

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2026

Regionally Significant: Inflated TIP Achievement:
 Key #: 23401 Support

Requesting Agency: COMPASS
 Project Year: 2026
 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	
2026	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	

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2027

Regionally Significant: Inflated TIP Achievement:
 Key #: 23772 Support

Requesting Agency: COMPASS
 Project Year: 2027
 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	
2027	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, FHWA Metropolitan Planning Funds, COMPASS – FY2028

Regionally Significant: Inflated

TIP Achievement:

Key #: 23773

Support

Requesting Agency: COMPASS

Project Year: 2028

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
2028	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

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2029

Regionally Significant: Inflated

TIP Achievement:

Key #: 23774

Support

Requesting Agency: COMPASS

Project Year: 2029

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
2029	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

Planning, FTA Metropolitan Planning Funds, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 19144

Support

Requesting Agency: COMPASS

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,080

Total Cost (Prev. + Prog.): \$2,080

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					
2024	0	416	0	0	0	0	416	385	31					
2025	0	416	0	0	0	0	416	385	31					
2026	0	416	0	0	0	0	416	385	31					
2027	0	416	0	0	0	0	416	385	31					
Fund Totals:	0	2,080	0	0	0	0	2,080	1,927	153					

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: \$316

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

Project Description

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

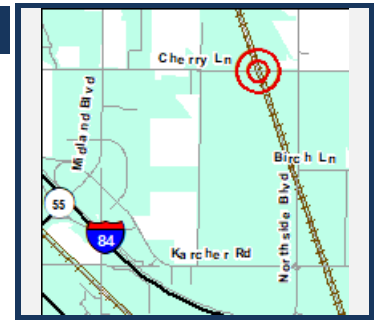


Funding Source		Fed RRX					Program		Hwy Safety - Federal Rail		Local Match		10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share					
2024	0	0	0	0	0	316	316	284	32					
Fund Totals:	0	0	0	0	0	316	316	284	32					

Railroad Crossing, Cherry Lane, Nampa

Regionally Significant: Inflated TIP Achievement:
 Key #: 23378 Safety

Requesting Agency: City of Nampa
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$550
 Total Cost (Prev. + Prog.): \$550



Project Description

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

Funding Source		State		Program				Leading Idaho		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	550	550	0	550		
Fund Totals:	0	0	0	0	0	550	550	0	550		

Railroad Crossing, Deb Lane Closure, near Parma

Regionally Significant: Inflated TIP Achievement:
 Key #: 23950 Safety

Requesting Agency: ITD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$450
 Total Cost (Prev. + Prog.): \$450



Project Description

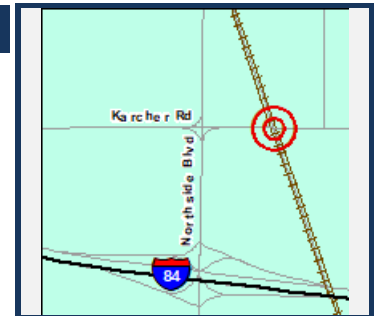
Remove the Union Pacific Railroad crossing at Deb Lane near the City of Parma.

Funding Source		Leading Idaho		Program				Hwy Safety - Railroad Crossings		Local Match	
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: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$550
 Total Cost (Prev. + Prog.): \$550



Project Description

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

Funding Source		State		Program				Leading Idaho		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	550	550	0	550		
Fund Totals:	0	0	0	0	0	550	550	0	550		

*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: \$260

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

Project Description

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



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

Railroad Crossing, Look Lane, near Caldwell

Regionally Significant: Inflated **TIP Achievement:**

Key #: 20355

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2026

Total Previous Allocations: \$304

Total Programmed Budget: \$557

Total Cost (Prev. + Prog.): \$861

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 10.00%	
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	557	557	501	56		
Fund Totals:	0	0	0	0	0	557	557	501	56		

Railroad Crossing, Midland Boulevard, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 22034

Requesting Agency: City of Nampa

Project Year: 2019

Total Previous Allocations: \$0

Total Programmed Budget: \$0

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

Project Description

Upgrade signals at the Midland Boulevard Union Pacific Railroad crossing. Removed in Amendment #4.



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	0	0	0	0	
Fund Totals:	0	0	0	0	0	0	0	0	0	

Railroad Crossing, Old Fort Boise Road, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 20606

Requesting Agency: Notus-Parma Highway District

Project Year: 2023

Total Previous Allocations: \$20

Total Programmed Budget: \$230

Total Cost (Prev. + Prog.): \$250

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	
2023	0	0	0	0	0	230	230	230	0	
Fund Totals:	0	0	0	0	0	230	230	230	0	

Railroad Crossing, South Cole Road, Ada County

Regionally Significant: Inflated

TIP Achievement:

Key #: 23971

Safety

Requesting Agency: ITD

Project Year: 2023

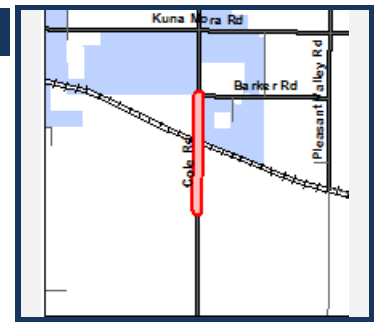
Total Previous Allocations: \$0

Total Programmed Budget: \$552

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

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	152	0	0	152	0	152		
Fund Totals:	0	0	0	152	0	0	152	0	152		

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		

Funding Source		Leading Idaho		Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	75	25	0	225	0	0	325	325	0
Fund Totals:	75	25	0	225	0	0	325	325	0

Reconnecting, Accessibility, and Improving Safety and Equity, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 23983

System Performance

Requesting Agency: City of Nampa

Health

Project Year: 2023

Safety

Total Previous Allocations: \$0

Total Programmed Budget: \$5,000

Active Transportation

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

Asset Management

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		

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

Roadway and ADA Improvements, Boise Area - FY2024

Regionally Significant: Inflated

Key #: 20674

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$1,262

Total Programmed Budget: \$6,825

Total Cost (Prev. + Prog.): \$8,087

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Americana Boulevard, Ann Morrison Park Entrance to Shoreline Drive; Shoreline Drive, Americana Boulevard to Fairview Avenue; Grand Forest Drive, Gowen Road to Rock Rose Place; Lake Forest Drive, Federal Way to Summersweet Drive; Eiseyman Road, Freight Street to Interstate 84; Eiseyman Road, Gowen Road to 2,000' South of Gowen Road in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements.

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	408	0	0	0	408	378	30
2025	0	0	0	0	837	5,580	6,417	5,946	471
Fund Totals:	0	0	408	0	837	5,580	6,825	6,324	501

Roadway and ADA Improvements, Boise Area – FY2025

Regionally Significant: Inflated

Key #: 21896

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$29

Total Programmed Budget: \$9,986

Total Cost (Prev. + Prog.): \$10,015

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Overland Road from Vista Avenue to Orchard Street and Discovery Way, US 20/26 (Chinden Boulevard) to Bridger Street in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements.

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	1,526	0	0	0	0	1,526	1,414	112
2025	0	0	364	0	0	0	364	337	27
2026	0	0	0	0	1,056	7,040	8,096	7,502	594
Fund Totals:	0	1,526	364	0	1,056	7,040	9,986	9,253	733

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: \$9,890

Total Cost (Prev. + Prog.): \$9,890

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 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	29	1,463	0	0	0	0	1,492	1,382	110
2026	0	0	478	0	0	0	478	443	35
2027	0	0	0	0	1,032	6,888	7,920	7,339	581
Fund Totals:	29	1,463	478	0	1,032	6,888	9,890	9,164	726

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: \$8,349

Total Cost (Prev. + Prog.): \$8,349

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 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	1,259	0	0	0	0	1,259	1,167	92
2027	0	0	379	0	0	0	379	351	28
2028	0	0	0	0	872	5,809	6,681	6,191	490
Fund Totals:	0	1,259	379	0	872	5,809	8,319	7,708	611

Funding Source AC (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
2024	30	0	0	0	0	0	30	0	30
Fund Totals:	30	0	0	0	0	0	30	0	30

*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: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$9,107

Total Cost (Prev. + Prog.): \$9,107

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:

Active Transportation

Asset Management

Safety



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	1,308	0	0	0	0	1,308	1,212	96
2028	0	0	828	0	0	0	828	767	61
2029	0	0	0	0	906	6,035	6,941	6,432	509
Fund Totals:	0	1,308	828	0	906	6,035	9,077	8,411	666

Funding Source AC (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
2025	30	0	0	0	0	0	30	0	30
Fund Totals:	30	0	0	0	0	0	30	0	30

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

Regionally Significant: Inflated

Key #: 20259

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$974

Total Programmed Budget: \$6,657

Total Cost (Prev. + Prog.): \$7,631

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.

TIP Achievement:

Active Transportation

Asset Management

Safety



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	150	0	0	0	150	139	11
2024	0	0	0	0	716	5,791	6,507	6,029	478
Fund Totals:	0	0	150	0	716	5,791	6,657	6,168	489

Safety Audit, Signalized Intersections, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 23293

Safety

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$15

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

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				Hwy Safety - Local		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	5	10	0	0	0	0	15	14	1		
Fund Totals:	5	10	0	0	0	0	15	14	1		

SH-16 and SH-44 Interchange, Star

Regionally Significant: Inflated

TIP Achievement:

Key #: 23958

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year:

Safety

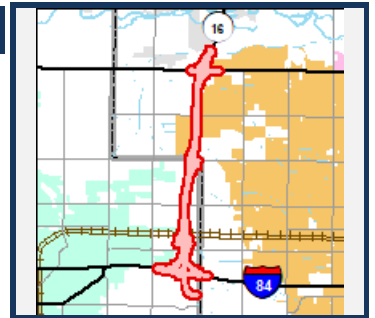
Total Previous Allocations:

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.



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

TIP Achievement:

Key #: 23409

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2024-2026

Safety

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).



Funding Source		NHPP		Program				State Hwy - Safety & Capacity (Capacity)		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	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		

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 23956

Requesting Agency: ITD

Project Year:

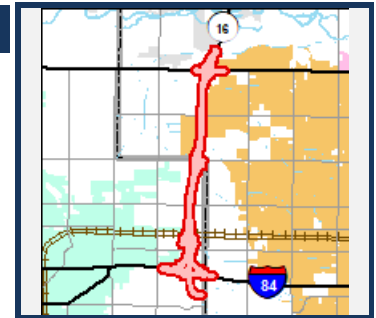
Total Previous Allocations:

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		

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

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

Regionally Significant: Inflated

Key #: 23410

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$31,542

Total Programmed Budget: \$19,580

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).



TIP Achievement:

System Performance

NHS-LOTTR

Safety

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		
2023	0	0	0	0	2,160	17,420	19,580	0	19,580		
Fund Totals:	0	0	0	0	2,160	17,420	19,580	0	19,580		

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: 2019-2025

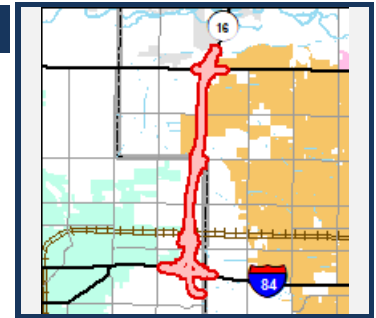
Total Previous Allocations: \$139,781

Total Programmed Budget: \$233,536

Total Cost (Prev. + Prog.): \$373,317

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.



TIP Achievement:

System Performance

NHS-LOTTR

Safety

Funding Source		IM		Program				State Hwy - Safety & Capacity (Capacity)		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	7,500	0	0	0	7,500	6,950	551		
Fund Totals:	0	0	7,500	0	0	0	7,500	6,950	551		

Funding Source		State		Program				State Hwy - Early Development		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	15,606	153,000	168,606	0	168,606		
2025	0	0	0	0	5,410	52,020	57,430	0	57,430		
Fund Totals:	0	0	0	0	21,016	205,020	226,036	0	226,036		

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

Regionally Significant: Inflated

Key #: 23957

Requesting Agency: ITD

Project Year:

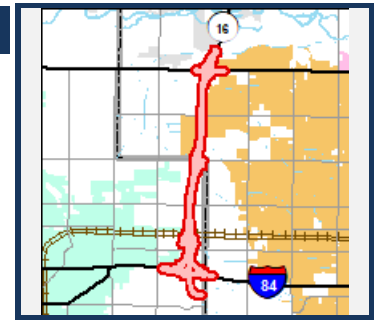
Total Previous Allocations:

Total Programmed Budget: \$78,150

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

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	
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		
Fund Totals:	0	0	0	0	8,150	70,000	78,150	-7,736,850	7,815,000		

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

Regionally Significant: Inflated

Key #: 23408

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$300

Total Programmed Budget: \$78,408

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	0	0	0	2,409	73,171	75,580	0	75,580		
Fund Totals:	0	0	0	0	2,409	73,171	75,580	0	75,580		

Funding Source		Leading Idaho		Program				Leading Idaho		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	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-19, Simplot Boulevard to I-84, Caldwell

Regionally Significant: Inflated

Key #: 23546

Requesting Agency: ITD

Project Year: 2028

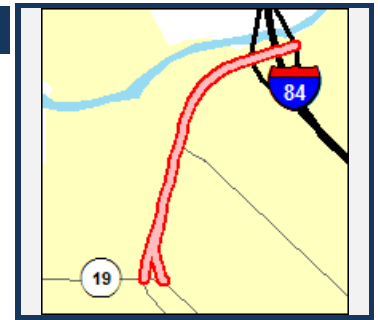
Total Previous Allocations: \$0

Total Programmed Budget: \$1,856

Total Cost (Prev. + Prog.): \$1,856

Project Description

Restore and rehabilitate the pavement on State Highway 19 from Simplot Boulevard to Interstate 84 in the City of Caldwell. Work includes a mill and inlay treatment.



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		
2024	109	66	0	0	0	0	175	162	13		
2028	0	0	0	0	190	1,491	1,681	1,558	123		
Fund Totals:	109	66	0	0	190	1,491	1,856	1,720	136		

SH-21, Mores Creek Bridge Repair, Ada County

Regionally Significant: Inflated

Key #: 23879

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$6,902

Total Cost (Prev. + Prog.): \$6,902

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	100	700	0	0	0	0	800	741	59		
2026	0	0	0	0	796	5,306	6,102	5,654	448		
Fund Totals:	100	700	0	0	796	5,306	6,902	6,395	507		

SH-21, Pavement Preservation, Ada and Boise Counties

Regionally Significant: Inflated

TIP Achievement:

Key #: 20612

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2026

Total Previous Allocations: \$50

Total Programmed Budget: \$5,578

Total Cost (Prev. + Prog.): \$5,628

Project Description

Chip seal the pavement surface on State Highway 21 from the Boise River in the City of Boise to the Banks Lowman Highway in Boise County (15% Ada County and 85% Boise County).



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		
2026	0	0	0	0	148	5,430	5,578	5,169	409		
Fund Totals:	0	0	0	0	148	5,430	5,578	5,169	409		

SH-21, Technology Way to Surprise Way, Sealcoat, Boise

Regionally Significant: Inflated

TIP Achievement:

Key #: 23535

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2023

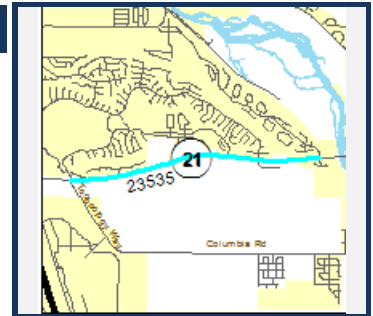
Total Previous Allocations: \$0

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		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	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-44 (Glenwood) Corridor Plan, Garden City

Regionally Significant: Inflated

TIP Achievement:

Key #: **NEW15**

Support

Requesting Agency: City of Garden City

Project Year:

Total Previous Allocations:

Total Programmed Budget: \$100

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

Project Description

To develop a concept design drawing and final planning work on the Glenwood Corridor in the City of Garden City.



Funding Source	State	Program					Total	Local Match	
		State Hwy - Systems Planning	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting							
2023	0	100	0	0	0	0	100	100	0
Fund Totals:	0	100	0	0	0	0	100	100	0

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

Regionally Significant: Inflated

TIP Achievement:

Key #: **13476**

Health

Requesting Agency: ITD

Active Transportation

Project Year: 2022

Safety

Total Previous Allocations: \$0

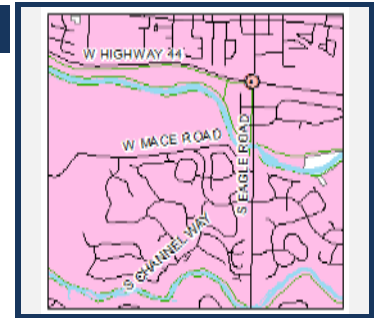
System Performance

Total Programmed Budget: (\$350)

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

Project Description

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



Funding Source	State	Program					Total	Local Match	
		State Hwy - Safety & Capacity (Capacity)	Right-of-Way	Utilities	Construction Engineering	Construction		Federal Share	Local Share
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting							
2023	0	0	0	0	0	-350	-350	0	-350
Fund Totals:	0	0	0	0	0	-350	-350	0	-350

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

Regionally Significant: Inflated

Key #: 20266

Requesting Agency: ITD

Project Year: 2023

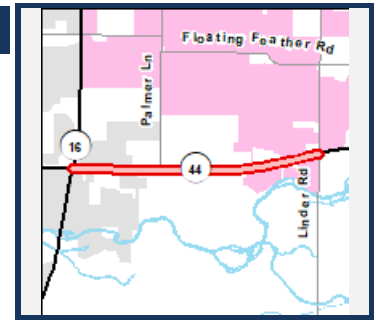
Total Previous Allocations: \$654

Total Programmed Budget: \$7,017

Total Cost (Prev. + Prog.): \$7,671

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

NHS-LOTTR

Safety

Funding Source		HB132 and HB312		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	0	1,145	5,872	7,017	0	7,017		
Fund Totals:	0	0	0	0	1,145	5,872	7,017	0	7,017		

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

Regionally Significant: Inflated

Key #: 20574

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$1,461

Total Programmed Budget: \$11,863

Total Cost (Prev. + Prog.): \$13,324

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.



TIP Achievement:

System Performance

NHS-LOTTR

Safety

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		
2027	0	0	0	189	848	10,826	11,863	10,992	871		
Fund Totals:	0	0	0	189	848	10,826	11,863	10,992	871		

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

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

Regionally Significant: Inflated TIP Achievement:

Key #: 23182

Support

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$519

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

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	25	0	0	0	0	0	25	0	25		
2024	0	0	0	0	24	470	494	0	494		
Fund Totals:	25	0	0	0	24	470	519	0	519		

SH-45 and Locust Lane Intersection, Nampa

Regionally Significant: Inflated TIP Achievement:

Key #: 22717

Safety

Requesting Agency: ITD

Project Year: 2027

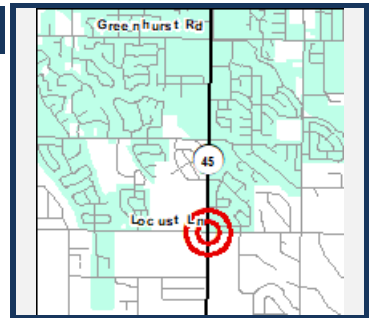
Total Previous Allocations: \$147

Total Programmed Budget: \$2,704

Total Cost (Prev. + Prog.): \$2,851

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		
2023	0	0	147	0	0	0	147	0	147		
2027	0	0	0	0	221	1,716	1,937	0	1,937		
Fund Totals:	0	0	147	0	221	1,716	2,084	0	2,084		

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	620	0	0	0	620	0	620		
Fund Totals:	0	0	620	0	0	0	620	0	620		

SH-45, Deer Flat Road to I-84B, Canyon County

Regionally Significant: Inflated

Key #: 23561

Requesting Agency: ITD

Project Year: 2029

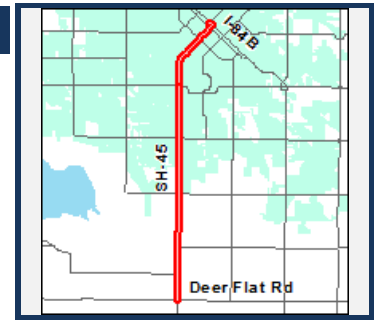
Total Previous Allocations: \$0

Total Programmed Budget: \$10,294

Total Cost (Prev. + Prog.): \$10,294

Project Description

Restore and rehabilitate the roadway pavement on State Highway 45 from Deer Flat Road in Canyon County to Interstate 84B in the City of Nampa. Work includes a mill and inlay treatment.



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		
2025	107	520	0	0	0	0	627	581	46		
2029	0	0	0	0	627	9,040	9,667	8,957	710		
Fund Totals:	107	520	0	0	627	9,040	10,294	9,538	756		

SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County

Regionally Significant: Inflated

Key #: 23626

Requesting Agency: ITD

Project Year: 2027

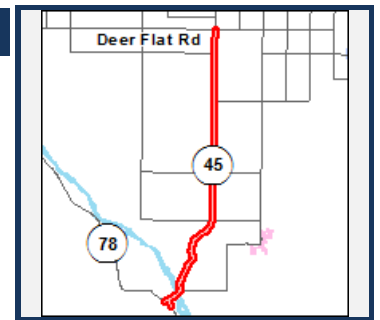
Total Previous Allocations: \$0

Total Programmed Budget: \$1,292

Total Cost (Prev. + Prog.): \$1,292

Project Description

Sealcoat State Highway 45 from the Junction of State Highway 78 to Deer Flat Road in Canyon County.



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		
2024	51	0	0	0	0	0	51	47	4		
2027	0	0	0	0	56	1,185	1,241	1,150	91		
Fund Totals:	51	0	0	0	56	1,185	1,292	1,197	95		

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

Regionally Significant: Inflated

TIP Achievement:

Key # : 23542

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2027

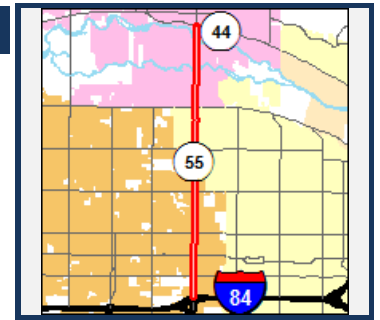
Total Previous Allocations: \$0

Total Programmed Budget: \$3,297

Total Cost (Prev. + Prog.): \$3,297

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		STBG-State		Program				State Hwy - Pavement Preservation		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	52	120	0	0	0	0	172	159	13		
2027	0	0	0	0	306	2,819	3,125	2,896	229		
Fund Totals:	52	120	0	0	306	2,819	3,297	3,055	242		

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

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



Regionally Significant: Inflated

TIP Achievement:

Key #: 22715

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: 2024

Safety

Total Previous Allocations: \$6,550

Total Programmed Budget: \$172,284

Total Cost (Prev. + Prog.): \$178,834

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 - 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	11,730	112,200	123,930	0	123,930		
Fund Totals:	0	0	0	0	11,730	112,200	123,930	0	123,930		

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		
2023	0	2,300	20,250	100	0	0	22,650	0	22,650		
2024	0	0	5,100	0	0	0	5,100	0	5,100		
Fund Totals:	0	2,300	25,350	100	0	0	27,750	0	27,750		

Funding Source		Leading Idaho		Program				Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	15,300	102	0	0	15,402	0	15,402		
2025	0	0	5,202	0	0	0	5,202	0	5,202		
Fund Totals:	0	0	20,502	102	0	0	20,604	0	20,604		

*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: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$38,400

Total Cost (Prev. + Prog.): \$38,400

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

NHS-LOTTR

Safety

Funding Source		Leading Idaho		Program			Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	8,200	10,200	0	0	0	18,400	0	18,400	
2026	0	0	20,000	0	0	0	20,000	0	20,000	
Fund Totals:	0	8,200	30,200	0	0	0	38,400	0	38,400	

SH-55, Pavement Preservation, Owyhee and Canyon Counties

Regionally Significant: Inflated

Key #: 23163

Requesting Agency: ITD

Project Year: 2027

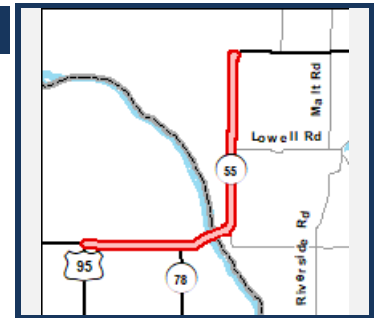
Total Previous Allocations: \$0

Total Programmed Budget: \$962

Total Cost (Prev. + Prog.): \$962

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

Safety

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	
2024	28	0	0	0	0	0	28	26	2	
2027	0	0	0	0	29	905	934	865	69	
Fund Totals:	28	0	0	0	29	905	962	891	71	

*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: \$21,638

Total Cost (Prev. + Prog.): \$21,838

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 including widening State Highway 55 to provide turn bays and acceleration lanes at north McLeod Way and building a precast arch bridge for the north McLeod Way underpass. (45% Ada County and 55% Boise 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		
2023	3	0	0	0	1,364	14,504	15,871	14,706	1,165		
Fund Totals:	3	0	0	0	1,364	14,504	15,871	14,706	1,165		

Funding Source		Private Developer		Program				Hwy - State Planning & Research		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	5,767	5,767	5,767	0		
Fund Totals:	0	0	0	0	0	5,767	5,767	5,767	0		

SH-69, Pavement Preservation, Kuna to Meridian

Regionally Significant: Inflated

TIP Achievement:

Key #: 22699

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2024

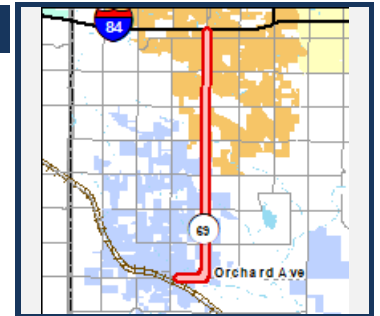
Total Previous Allocations: \$25

Total Programmed Budget: \$2,602

Total Cost (Prev. + Prog.): \$2,627

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		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		
2024	0	0	0	0	191	2,411	2,602	2,411	191		
Fund Totals:	0	0	0	0	191	2,411	2,602	2,411	191		

Smart Trips Treasure Valley, ACHD

Regionally Significant: Inflated

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			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	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 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	3	388	0	0	0	0	391	362	29	
Fund Totals:	3	388	0	0	0	0	391	362	29	

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: \$171

Total Cost (Prev. + Prog.): \$171

Project Description

Support up to three full-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on Boise and West Ada School Districts for service year FY2023.



Funding Source		TAP-TMA		Program			Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	0	0	0	0	0	171	171	158	13	
Fund Totals:	0	0	0	0	0	171	171	158	13	

SR2S, VRT, Ada County – FY2024

Regionally Significant: Inflated

Key #: 21910

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$210

Total Cost (Prev. + Prog.): \$210

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.



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	210	210	195	15
Fund Totals:	0	0	0	0	0	210	210	195	15

SR2S, VRT, Ada County – FY2025

Regionally Significant: Inflated

Key #: 23943

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$214

Total Cost (Prev. + Prog.): \$214

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 FY2025.



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	214	214	198	16
Fund Totals:	0	0	0	0	0	214	214	198	16

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: \$231

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

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	231	231	214	17
Fund Totals:	0	0	0	0	0	231	231	214	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: \$303

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

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 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	303	303	281	22
Fund Totals:	0	0	0	0	0	303	303	281	22

SR2S, VRT, Ada County – FY2028

Regionally Significant: Inflated

Key #: 23668

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$280

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

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 FY2028.



Funding Source			STBG-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				
2028	0	0	0	0	0	280	280	259	21				
Fund Totals:	0	0	0	0	0	280	280	259	21				

SR2S, VRT, Ada County – FY2029

Regionally Significant: Inflated

Key #: 23670

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$280

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

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 FY2029.



Funding Source			STBG-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				
2029	0	0	0	0	0	280	280	259	21				
Fund Totals:	0	0	0	0	0	280	280	259	21				

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		

SR2S, VRT, Canyon County – FY2024

Regionally Significant: Inflated

Key #: 23842

TIP Achievement:

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$60

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

Project Description

Provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and direct costs in Canyon County.



Funding Source		TAP-State		Program				Local Hwy - Transportation Alternatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	0	0	0	0	0	60	60	56	4		
Fund Totals:	0	0	0	0	0	60	60	56	4		

SR2S, VRT, Canyon County – FY2025

Regionally Significant: Inflated

Key #: 23843

TIP Achievement:

Active Transportation

Safety

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$60

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

Project Description

Provides for Safe Routes to School program personnel, education materials, encouragement incentives, special events, and direct costs in Canyon County.



Funding Source		TAP-State		Program				Local Hwy - Transportation Alternatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	0	60	60	56	4		
Fund Totals:	0	0	0	0	0	60	60	56	4		

SR2S, VRT, Canyon County – FY2027

Regionally Significant: Inflated

Key #: 23924

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$50

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

Project Description

Provides for Safe Routes to School program personnel, education materias, encouragement incentives, special events, and direct costs in Canyon County.



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	
2027	0	50	0	0	0	0	50	46	4	
Fund Totals:	0	50	0	0	0	0	50	46	4	

State Street and Collister Drive Intersection, Boise

Regionally Significant: Inflated

Key #: 13481

Requesting Agency: ACHD

Project Year: 2018

Total Previous Allocations: \$13,704

Total Programmed Budget: (\$631)

Total Cost (Prev. + Prog.): \$13,073

Project Description

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



Funding Source		Non-Participating (Local)			Program			Local 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	34	0	0	15	0	49	0	49		
Fund Totals:	0	34	0	0	15	0	49	0	49		

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	

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

State Street, Hertford Way to Ellens Ferry, Boise

Regionally Significant: Inflated

Key #: IN210-03

Requesting Agency: ACHD

Project Year: 2025-2026

Total Previous Allocations: \$576

Total Programmed Budget: \$8,555

Total Cost (Prev. + Prog.): \$9,131

TIP Achievement:

Open Space

Active Transportation

System Performance

Safety



Project Description

Widen State Street from Hertford Way to Ellens Ferry, including an intersection improvement to widen the north and south legs to four lanes and the east and west legs to seven lanes in the City of Boise. The project includes enhanced facilities for bicyclists, pedestrians, and transit riders.

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	21	1,349	0	0	0	1,370	0	1,370
2025	0	0	100	449	60	5,890	6,499	0	6,499
2026	0	0	0	51	0	635	686	0	686
Fund Totals:	0	21	1,449	500	60	6,525	8,555	0	8,555

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

Regionally Significant: Inflated

Key #: 23630

Requesting Agency: ITD

Project Year: 2023

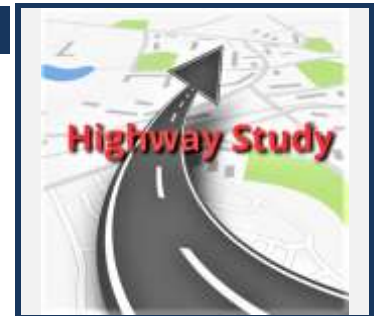
Total Previous Allocations: \$0

Total Programmed Budget: \$3,000

Total Cost (Prev. + Prog.): \$3,000

TIP Achievement:

Support



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 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	3,000	0	0	0	0	3,000	2,780	220
Fund Totals:	0	3,000	0	0	0	0	3,000	2,780	220

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

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	

Study, Chinden Drainage and Design Plan, Garden City

Regionally Significant: Inflated

TIP Achievement:

Key #: 23311

Support

Requesting Agency: City of Garden City

Project Year: 2025

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 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	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: 2025

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	
2025	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: 2023

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	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: 2024
 Total Previous Allocations: \$1,700
 Total Programmed Budget: \$2,000
 Total Cost (Prev. + Prog.): \$3,700



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		Leading Idaho		Program			Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2024	0	2,000	0	0	0	0	2,000	0	2,000	
Fund Totals:	0	2,000	0	0	0	0	2,000	0	2,000	

Study, Safety Action Plan, COMPASS

Regionally Significant: Inflated TIP Achievement:
 Key #: 23676 Support

Requesting Agency: COMPASS
 Project Year: 2027
 Total Previous Allocations: \$0
 Total Programmed Budget: \$250
 Total Cost (Prev. + Prog.): \$250



Project Description

Develop a safety action plan and strategies for Ada and Canyon Counties.

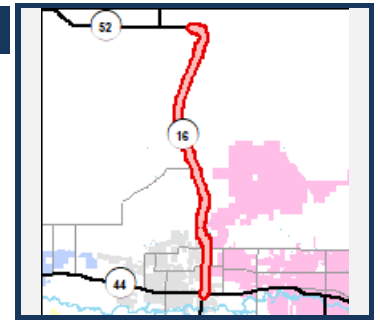
Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	250	0	0	0	0	250	232	18	
Fund Totals:	0	250	0	0	0	0	250	232	18	

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

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			Program				Local Match		7.34%	
STBG-State	State Hwy - Early Development									
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: \$5,556
 Total Programmed Budget: \$1,065
 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			Program				Local Match		7.34%	
STBG-State	Hwy - State Planning & Research									
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	68	997	0	0	0	0	1,065	987	78	
Fund Totals:	68	997	0	0	0	0	1,065	987	78	

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

Study, SH-45 NEPA, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: **NEW12**

Support

Requesting Agency: City of Nampa

Project Year: 2024

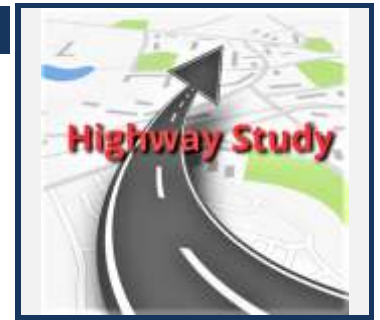
Total Previous Allocations: \$0

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

Regionally Significant: Inflated

TIP Achievement:

Key #: **21906**

Requesting Agency: ITD

Project Year:

Total Previous Allocations: \$2,772

Total Programmed Budget: (\$177)

Total Cost (Prev. + Prog.): \$2,595

Project Description

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



Funding Source STBG-State Program State Hwy - Safety & Capacity (Capacity)							Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	-1	-176	0	0	0	0	-177	-164	-13
Fund Totals:	-1	-176	0	0	0	0	-177	-164	-13

Study, Smart Corridors, Nampa Area, COMPASS

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 23320 Support

Requesting Agency: COMPASS
 Project Year: PD
 Total Previous Allocations: \$0
 Total Programmed Budget: \$164
 Total Cost (Prev. + Prog.): \$164



Project Description

Evaluate and devise corridor-specific strategies to enhance safety and operations of the transportation system in the Nampa Urbanized Area. The goal of the study is to develop strategies to relieve congestion, reduce incidents, improve emergency access, and improve vehicle, freight, and transit travel times.

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	164	0	0	0	0	164	152	12	
Fund Totals:	0	164	0	0	0	0	164	152	12	

Study, Transportation Demand Management Plan, COMPASS

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 23677 Support

Requesting Agency: COMPASS
 Project Year: 2027
 Total Previous Allocations: \$0
 Total Programmed Budget: \$150
 Total Cost (Prev. + Prog.): \$150



Project Description

Develop a Transportation Demand Management (TDM) Plan with strategies to give commuters more options for how and when they commute.

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	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, Transportation System Management and Operations Plan, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 23678

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$250

Total Cost (Prev. + Prog.): \$250

Project Description

Update the Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) Plan to cooperative manage and operate the region's multi-modal transportation system to improve safety, efficiency, and reliability.



Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
PD	0	250	0	0	0	0	250	232	18			
Fund Totals:	0	250	0	0	0	0	250	232	18			

Ten Mile Road, Victory Road to Overland Road, Meridian

Regionally Significant: Inflated

TIP Achievement:

Key #: RC0299

System Performance

Requesting Agency: ACHD

Active Transportation

Project Year: 2022-2023

Safety

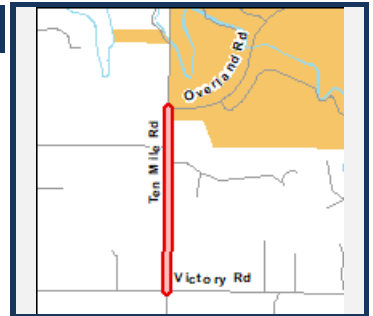
Total Previous Allocations: \$2,738

Total Programmed Budget: \$298

Total Cost (Prev. + Prog.): \$3,036

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			
2023	0	0	0	0	0	298	298	0	298			
Fund Totals:	0	0	0	0	0	298	298	0	298			

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

Transit - Above and Beyond ADA Paratransit, Nampa Area

Regionally Significant: Inflated

TIP Achievement:

Key #: 20043

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,200

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

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%		
2023	0	0	0	0	0	0	0	0	0	0	0	
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			
2027	0	300	0	0	0	0	300	150	150			
Fund Totals:	0	1,200	0	0	0	0	1,200	600	600			

Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19691

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,693

Total Cost (Prev. + Prog.): \$2,693

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%		
2023	0	0	0	0	0	325	325	260	65			
2024	0	0	0	0	0	592	592	474	118			
2025	0	0	0	0	0	592	592	474	118			
2026	0	0	0	0	0	592	592	474	118			
2027	0	0	0	0	0	592	592	474	118			
Fund Totals:	0	0	0	0	0	2,693	2,693	2,154	539			

Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19464a

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$606

Total Programmed Budget: \$2,480

Total Cost (Prev. + Prog.): \$3,086

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		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	496	496	397	99	
2024	0	0	0	0	0	496	496	397	99	
2025	0	0	0	0	0	496	496	397	99	
2026	0	0	0	0	0	496	496	397	99	
2027	0	0	0	0	0	496	496	397	99	
Fund Totals:	0	0	0	0	0	2,480	2,480	1,984	496	

Transit - Fixed Line Service, Rural Areas, TVT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19983

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$4,182

Total Cost (Prev. + Prog.): \$4,182

Project Description

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



Funding Source		FTA 5311		Program			Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	0	0	0	0	0	2,091	2,091	1,490	601	
2024	0	0	0	0	0	2,091	2,091	1,490	601	
Fund Totals:	0	0	0	0	0	4,182	4,182	2,980	1,202	

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	0	0	0	0	0	1,940	1,940	1,552	388	
Fund Totals:	0	0	0	0	0	1,940	1,940	1,552	388	

Transit - Nampa Transit Oriented Development, Planning, TVT

Regionally Significant: Inflated

Key #: 20789

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$313

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

Project Description

Design and construct a transit oriented development using an existing building to create administrative offices for Treasure Valley Transit, and a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. Funds are currently for design and environmental work only. Construction is considered "unfunded." Companioned with KN 19380a and KN 20136d. Construction funding will be added as costs and the location are determined, and funds become available (Approximately \$1,400,000).



Funding Source		FTA 5307 SU		Program			Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2023	0	313	0	0	0	0	313	313	0	
Fund Totals:	0	313	0	0	0	0	313	313	0	

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



Regionally Significant: Inflated

TIP Achievement:

Key #: 19380a

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year:

Total Previous Allocations: \$0

Total Programmed Budget: \$384

Total Cost (Prev. + Prog.): \$384

Project Description

Design and construct a transit-oriented development using an existing building to create administrative offices for Treasure Valley Transit, and a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. Funds are currently for design and property acquisition only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available. Companioned with KN 20789 and KN 20136d.

Funding Source		FTA 5311					Program		Transit Capital		Local Match		20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share					
2023	0	384	0	0	0	0	384	307	77					
Fund Totals:	0	384	0	0	0	0	384	307	77					

Transit - Nampa Transit-Oriented Development, Property, TVT



Regionally Significant: Inflated

TIP Achievement:

Key #: 20136d

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2020

Total Previous Allocations: \$0

Total Programmed Budget: \$1,125

Total Cost (Prev. + Prog.): \$1,125

Project Description

Design and construct a transit-oriented development using an existing building to create administrative offices for Treasure Valley Transit, and a central transportation and community services hub in an economically depressed area in the City of Nampa. Other aspects of the project include an expanded network of local complete streets, pedestrian and bicycle improvements, and transit linkages. These funds are currently for property acquisition only. Construction is considered "unfunded." Construction funding will be added as costs and the location are determined, and funds become available. Companioned with KN 20789 and KN 19380a.

Funding Source		FTA 5339 R					Program		Transit Capital		Local Match		20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share					
2023	0	0	1,125	0	0	0	1,125	900	225					
Fund Totals:	0	0	1,125	0	0	0	1,125	900	225					

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

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: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$7,526

Total Cost (Prev. + Prog.): \$7,526

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		
2023	0	0	0	0	0	0	0	0	0		
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		
2027	0	0	0	0	0	1,910	1,910	955	955		
Fund Totals:	0	0	0	0	0	7,526	7,526	3,763	3,763		

Transit - Operations - Mobility Management, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19041

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

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		
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		
2027	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

Key #: 19464f

TIP Achievement:

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		50.00%	
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	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 - Preventive Maintenance and Demand Response, Nampa Area, VRT

Regionally Significant: Inflated

Key #: 18914

TIP Achievement:

Public Transportation

Requesting Agency: Valley Regional Transit

Transit Asset Management

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,644

Total Cost (Prev. + Prog.): \$2,644

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.



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					
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					
2027	0	0	0	0	0	608	608	486	122					
Fund Totals:	0	0	0	0	0	2,644	2,644	2,115	529					

Transit - Preventive Maintenance and Paratransit, Boise Area, VRT

Regionally Significant: Inflated

Key #: 19137

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$15,197

Total Cost (Prev. + Prog.): \$15,197

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

Transit 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	
2023	0	0	0	0	0	571	571	457	114	
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	
2027	0	0	0	0	0	3,638	3,638	2,910	728	
Fund Totals:	0	0	0	0	0	15,197	15,197	12,158	3,039	

Transit - Preventive Maintenance, Kuna Senior Center

Regionally Significant: Inflated

Key #: NEW03

Requesting Agency: Kuna Senior Center

Project Year: 2023

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.

TIP Achievement:

Public Transportation



Funding Source		State		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	6	6	5	1	
Fund Totals:	0	0	0	0	0	6	6	5	1	

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

Public Transportation

Requesting Agency: Valley Regional Transit

Transit Asset Management

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$447

Total Cost (Prev. + Prog.): \$447

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	
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	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			
2027	0	0	0	0	0	63	63	50	13			
Fund Totals:	0	0	0	0	0	447	447	358	89			

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

Regionally Significant: Inflated

Key # : 19122

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,676

Total Cost (Prev. + Prog.): \$2,676

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.

TIP Achievement:

Public Transportation

Transit Asset Management



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			
2023	0	0	0	0	0	124	124	99	25			
2024	0	0	0	0	0	638	638	510	128			
2025	0	0	0	0	0	638	638	510	128			
2026	0	0	0	0	0	638	638	510	128			
2027	0	0	0	0	0	638	638	510	128			
Fund Totals:	0	0	0	0	0	2,676	2,676	2,141	535			

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

Key # : 23667

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$186

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

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.

TIP Achievement:

Public Transportation

Transit Asset Management



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	186	186	172	14			
Fund Totals:	0	0	0	0	0	186	186	172	14			

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

Key #: 20659

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,789

Total Cost (Prev. + Prog.): \$1,789

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.

TIP Achievement:

Public Transportation

Transit 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	0	0	0	0	1,789	1,789	1,658	131		
Fund Totals:	0	0	0	0	0	1,789	1,789	1,658	131		

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

Key #: 21903

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,829

Total Cost (Prev. + Prog.): \$1,829

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.

TIP Achievement:

Public Transportation

Transit 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		
2025	0	0	0	0	0	1,829	1,829	1,695	134		
Fund Totals:	0	0	0	0	0	1,829	1,829	1,695	134		

*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

Key # : 22393

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,866

Total Cost (Prev. + Prog.): \$1,866

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.

TIP Achievement:

Public Transportation

Transit 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		
2026	0	0	0	0	0	1,866	1,866	1,729	137		
Fund Totals:	0	0	0	0	0	1,866	1,866	1,729	137		

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

Key # : 22815

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,577

Total Cost (Prev. + Prog.): \$1,577

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.

TIP Achievement:

Public Transportation

Transit 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		
2027	0	0	0	0	0	1,577	1,577	1,461	116		
Fund Totals:	0	0	0	0	0	1,577	1,577	1,461	116		

*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

Key #: 23671

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,457

Total Cost (Prev. + Prog.): \$1,457

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2028 in the Boise Urbanized Area.

TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source			Program					Local Match	
STBG-TMA			Local Hwy - Transportation Alternatives					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	1,457	1,457	1,350	107
Fund Totals:	0	0	0	0	0	1,457	1,457	1,350	107

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY202

Regionally Significant: Inflated

Key #: 23673

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,641

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

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2029 in the Boise Urbanized Area.

TIP Achievement:

Public Transportation

Transit Asset Management



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
2029	0	0	0	0	0	1,641	1,641	1,521	120
Fund Totals:	0	0	0	0	0	1,641	1,641	1,521	120

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: Inflated

Key #: 18781

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,199

Total Cost (Prev. + Prog.): \$1,199

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.

TIP Achievement:

Public Transportation

Transit 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	
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	
2027	0	0	0	0	0	98	98	78	20	
Fund Totals:	0	0	0	0	0	1,199	1,199	959	240	

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: Inflated

Key #: 20136e

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,715

Total Cost (Prev. + Prog.): \$1,715

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.

TIP Achievement:

Public Transportation

Transit Asset Management



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	343	343	274	69	
2024	0	0	0	0	0	343	343	274	69	
2025	0	0	0	0	0	343	343	274	69	
2026	0	0	0	0	0	343	343	274	69	
2027	0	0	0	0	0	343	343	274	69	
Fund Totals:	0	0	0	0	0	1,715	1,715	1,372	343	

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: \$1,250

Total Cost (Prev. + Prog.): \$1,250

Project Description

Implement Part 1 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will improve infrastructure and pedestrian connections to public transportation on State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. The enhanced bus stops will be compliant with the Americans with Disabilities Act, improve safety, and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks.



Funding Source		FTA 5307 LU		Program				Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	250	0	0	0	1,000	1,250	1,000	250		
Fund Totals:	0	250	0	0	0	1,000	1,250	1,000	250		

Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 23179

Open Space

Requesting Agency: Valley Regional Transit

Health

Project Year: 2023

Active Transportation

Total Previous Allocations: \$0

Total Programmed Budget: \$10,571

Total Cost (Prev. + Prog.): \$10,571

Public Transportation

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		RAISE		Program				Hwy - Discretionary		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	0	0	0	0	10,571	10,571	8,457	2,114		
Fund Totals:	0	0	0	0	0	10,571	10,571	8,457	2,114		

Transit - Vehicle Replacement, ACHD

Regionally Significant: Inflated

Key #: 20136f

Requesting Agency: ACHD

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$892

Total Cost (Prev. + Prog.): \$892

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. Includes carry over funds for FY2021 in FY2023.



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	560	560	448	112			
2024	0	0	0	0	0	332	332	266	66			
Fund Totals:	0	0	0	0	0	892	892	714	178			

Transit - Vehicle Replacements, TVT

Regionally Significant: Inflated

Key #: 20136b

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

TIP Achievement:

Key # : 23970

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$20,000

Total Cost (Prev. + Prog.): \$20,000

Project Description

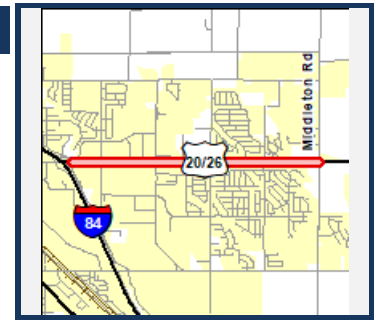
Procure eight electric expansion vehicles, four depot chargers, and install eight on-route chargers at Main Street Station and associated electrical infrastructure and workforce training for the transit system in the Boise Urbanized Area. (Funds are FY2022 competitive program for low or no emission vehicles.)



Funding Source		FTA 5339 (c)					Program		Transit Capital		Local Match		13.07%
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				

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

US 20/26 (Chinden), I-84 to Middleton Road, Canyon County



Regionally Significant: Inflated

Key #: 22165

Requesting Agency: ITD

Project Year: 2022-2025

Total Previous Allocations: \$59,946

Total Programmed Budget: \$7,200

Total Cost (Prev. + Prog.): \$67,146

TIP Achievement:

NHS-LOTTR

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		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	0	0	0	301	301	0	301		
Fund Totals:	0	0	0	0	0	301	301	0	301		

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		
2023	0	0	0	0	-2,800	3,800	1,000	0	1,000		
Fund Totals:	0	0	0	0	-2,800	3,800	1,000	0	1,000		

Funding Source		Leading Idaho		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	0	786	8,262	9,048	0	9,048		
2025	0	0	0	0	0	5,722	5,722	0	5,722		
Fund Totals:	0	0	0	0	786	13,984	14,770	0	14,770		

Funding Source		AC (State)		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	0	0	0	0	5,500	0	5,500	0	5,500		
2024	0	0	0	0	-771	-8,100	-8,871	0	-8,871		
2025	0	0	0	0	0	-5,500	-5,500	0	-5,500		
Fund Totals:	0	0	0	0	4,729	-13,600	-8,871	0	-8,871		

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

US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle

Regionally Significant: Inflated

Key #: 20594

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$4,988

Total Programmed Budget: \$2,700

Total Cost (Prev. + Prog.): \$7,688

TIP Achievement:

NHS-LOTTR

Active Transportation

Health

Safety

System Performance



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			HB132 and HB312		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	2,700	0	0	0	2,700	0	2,700		
Fund Totals:	0	0	2,700	0	0	0	2,700	0	2,700		

US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County

Regionally Significant: Inflated

Key #: 19944

Requesting Agency: ITD

Project Year: 2020

Total Previous Allocations: \$18,253

Total Programmed Budget: \$367

Total Cost (Prev. + Prog.): \$18,620

TIP Achievement:

NHS-LOTTR



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			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		
2024	0	0	367	0	0	0	367	0	367		
Fund Totals:	0	0	367	0	0	0	367	0	367		

*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: \$4,344

Total Programmed Budget: \$11,263

Total Cost (Prev. + Prog.): \$15,607

TIP Achievement:

NHS-LOTTR

Safety

Active Transportation

System Performance



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			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	0	0	0	821	821	0	821	
Fund Totals:	0	0	0	0	0	821	821	0	821	

Funding Source		HB132 and HB312		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	105	0	325	0	955	9,057	10,442	0	10,442	
Fund Totals:	105	0	325	0	955	9,057	10,442	0	10,442	

US 20/26 (Chinden), Phyllis Canal Bridge, Rehabilitation, near Meridian

Regionally Significant: Inflated

Key #: 20227

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$851

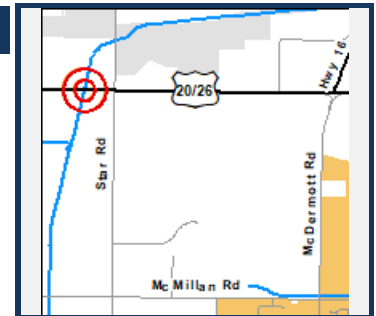
Total Programmed Budget: \$4,436

Total Cost (Prev. + Prog.): \$5,287

TIP Achievement:

Asset Management

Safety



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			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	
2023	0	0	0	0	542	3,894	4,436	0	4,436	
Fund Totals:	0	0	0	0	542	3,894	4,436	0	4,436	

US 20/26 and SH-44, Mill and Inlay, Ada County

Regionally Significant: Inflated

TIP Achievement:

Key #: 20536

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2023

Total Previous Allocations: \$16,071

Total Programmed Budget: \$22,364

Total Cost (Prev. + Prog.): \$38,435

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 20/26 (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		NHPP		Program					State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share		
2023	0	0	0	0	1,379	15,218	16,597	15,379	1,218			
Fund Totals:	0	0	0	0	1,379	15,218	16,597	15,379	1,218			

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	
2023	0	0	0	0	0	5,767	5,767	5,767	0	
Fund Totals:	0	0	0	0	0	5,767	5,767	5,767	0	

US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties

Regionally Significant: Inflated

TIP Achievement:

Key #: 22677

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2024

Total Previous Allocations: \$1

Total Programmed Budget: \$10,801

Total Cost (Prev. + Prog.): \$10,802

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		State		Program					State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share		
2023	160	0	0	0	0	0	160	0	160			
2024	0	0	0	0	135	10,506	10,641	0	10,641			
Fund Totals:	160	0	0	0	135	10,506	10,801	0	10,801			

US 20/26, Middleton Road to Star Road, Ada and Canyon Counties

Regionally Significant: Inflated

Key #: 23337

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$7,024

Total Programmed Budget: \$226,610

Total Cost (Prev. + Prog.): \$233,634

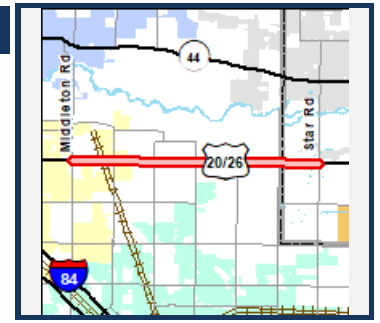
TIP Achievement:

NHS-LOTTR

Active Transportation

Safety

System Performance



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.

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	23,000	130,000	153,000	0	153,000		
Fund Totals:	0	0	0	0	23,000	130,000	153,000	0	153,000		

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		
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:	0	3,946	41,464	200	0	0	45,610	0	45,610		

Funding Source		Leading Idaho		Program				Leading Idaho		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	3,000	0	0	3,000	0	3,000		
2025	0	0	25,000	0	0	0	25,000	0	25,000		
Fund Totals:	0	0	25,000	3,000	0	0	28,000	0	28,000		

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

US-95, Parma North City Limit to I-84, Canyon and Payette Counties

Regionally Significant: Inflated

Key #: 23167

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$9,578

Total Cost (Prev. + Prog.): \$9,578

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)



Funding Source NHPP		Program State Hwy - Restoration						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	357	0	0	0	0	0	357	331	26
2027	0	0	0	0	562	8,659	9,221	8,544	677
Fund Totals:	357	0	0	0	562	8,659	9,578	8,875	703

US-95, Pavement Preservation, Canyon County

Regionally Significant: Inflated

Key #: 23162

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,216

Total Cost (Prev. + Prog.): \$1,216

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
2024	34	0	0	0	0	0	34	32	2
2027	0	0	0	0	37	1,145	1,182	1,095	87
Fund Totals:	34	0	0	0	37	1,145	1,216	1,127	89

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

Regionally Significant: Inflated

Key #: 200919

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$393

Total Programmed Budget: \$4,293

Total Cost (Prev. + Prog.): \$4,686

TIP Achievement:

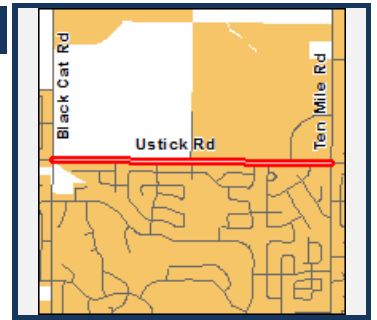
NHS-LOTTR

Health

Active Transportation

Safety

System Performance



Project Description

Widen Ustick Road from Black Cat Road to Ten Mile Road in the City of Meridian including 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	0	169	0	0	0	169	0	169
2024	0	0	0	19	13	4,092	4,124	0	4,124
Fund Totals:	0	0	169	19	13	4,092	4,293	0	4,293

Ustick Road, Star Road to McDermott Road, Ada County

Regionally Significant: Inflated

Key #: 203719

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,677

Total Cost (Prev. + Prog.): \$5,677

TIP Achievement:

Health

System Performance

Active Transportation

Safety



Project Description

Widen Ustick Road from Star Road to McDermott Road in Ada County to five lanes including enhanced pedestrian and bicycle facilities.

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
2026	0	451	0	0	0	0	451	0	451
PD	0	0	67	0	0	5,159	5,226	0	5,226
Fund Totals:	0	451	67	0	0	5,159	5,677	0	5,677

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

Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant: Inflated

Key #: RD207-24

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$704

Total Programmed Budget: \$6,686

Total Cost (Prev. + Prog.): \$7,390

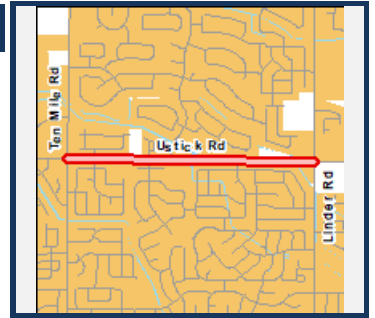
TIP Achievement:

NHS-LOTTR

Safety

Active Transportation

System Performance



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
2023	0	0	316	0	0	0	316	0	316
2024	0	0	0	0	0	6,370	6,370	0	6,370
Fund Totals:	0	0	316	0	0	6,370	6,686	0	6,686

Western Heritage Byway, Swan Falls Road, ACHD

Regionally Significant: Inflated

Key #: 22600

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$426

Total Programmed Budget: \$6,238

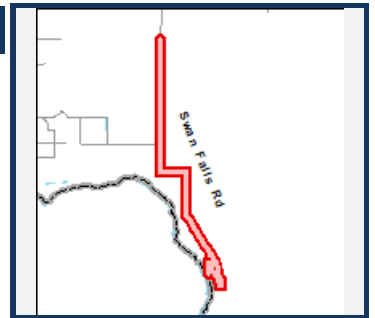
Total Cost (Prev. + Prog.): \$6,664

TIP Achievement:

Open Space

Active Transportation

Safety



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
2023	0	269	0	0	0	0	269	249	20
2024	0	50	0	0	0	4,817	4,867	4,510	357
2025	0	0	0	0	661	441	1,102	1,021	81
Fund Totals:	0	319	0	0	661	5,258	6,238	5,780	458

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.

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>

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>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>Jim Quick</p>	<p>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>83703</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>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>

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>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

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>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>

<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>**** 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 align="center">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 align="center">83644</p>	<p align="center">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 align="center">83702</p>	<p align="center">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 align="center">NA</p>	<p align="center">Hard Copy 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>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 style="text-align: center;">83702</p>	<p style="text-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 style="text-align: center;">Ian James Bott 83702</p>	<p style="text-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 style="text-align: center;">83703</p>	<p style="text-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 style="text-align: center;">83642</p>	<p style="text-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 style="text-align: center;">83709</p>	<p style="text-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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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.			
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!!! 😊	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.	NA	Email
Looks good	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Cameron Wright 83709	Online Comment Form
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	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.	Craig Allison	Online Comment Form

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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

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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

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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.

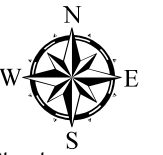
Key # : ORN23544 Once again ITD refuses to identify issues when doing projects. ITD is so clueless that the Eagle west bound onramp that needs to be redone has huge issues with congestion. You have issues with traffic backing up all the way to E Franklin Road. This congestion causes problems with traffic 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.

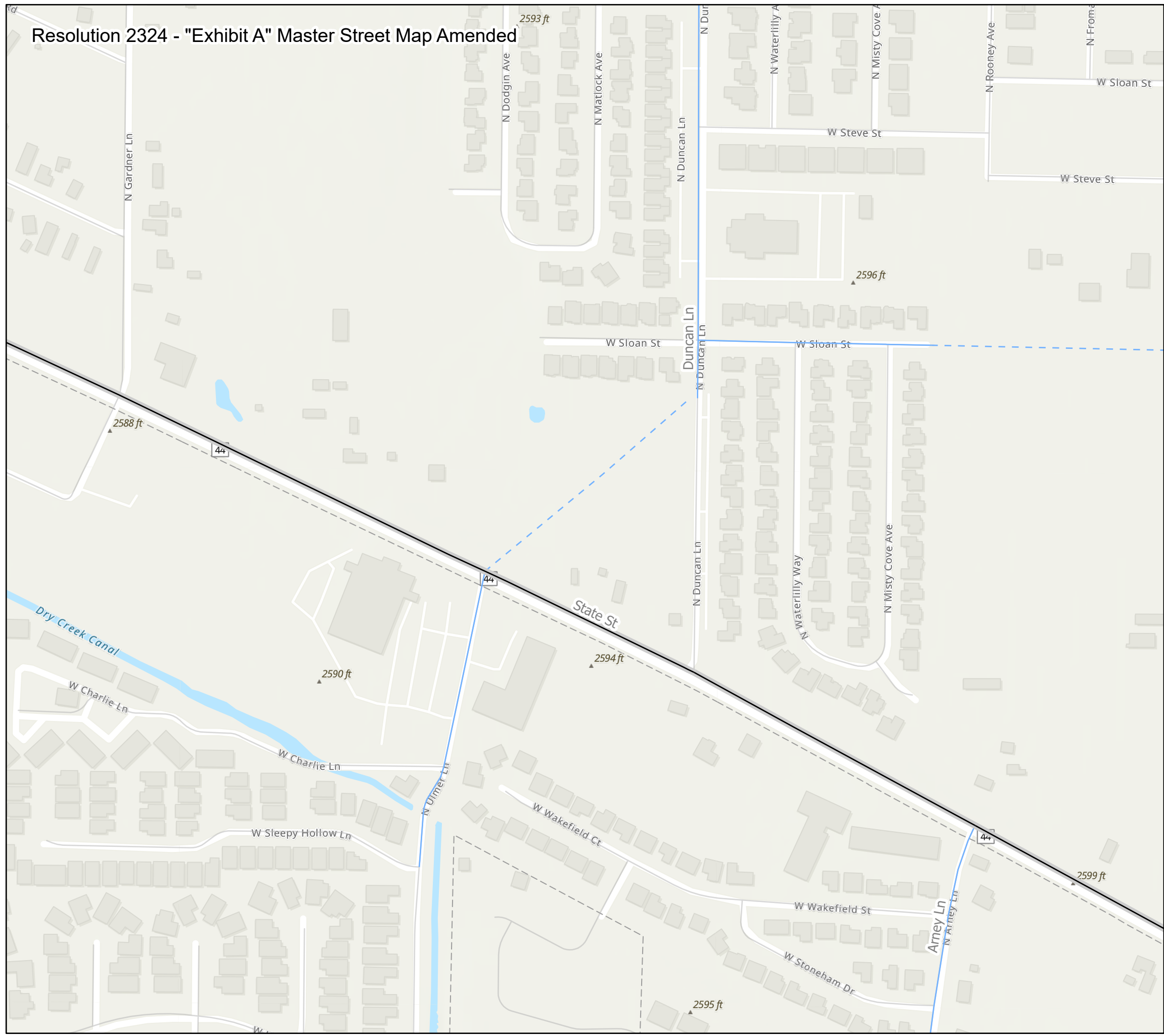
Respectfully, Craig Allison

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.