



Working together to plan for the future

FY2019-2023 Regional Transportation Improvement Program

Report No. 01-2019

Adopted by the COMPASS Board of Directors on XX

Resolution No. XX-2019

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PLACEHOLDER FOR RESOLUTION

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IN A NUTSHELL

TOTAL BUDGETED FOR TRANSPORTATION IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

\$725,469,000

\$13 MILLION
TOWARDS PUBLIC TRANSPORTATION ASSETS

\$110 MILLION
TOWARDS PAVEMENT IMPROVEMENTS

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

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



5 REPLACED BRIDGES AND 5 REHABBED BRIDGES ON NATIONAL HIGHWAY SYSTEM



590 PROJECTED CRASHES REDUCED (OF ALL SEVERITIES)



\$22 MILLION PER YEAR IN DEFERRED LOCAL ROADWAY MAINTENANCE



1 PUBLIC TRANSPORTATION ROUTE REDUCED DUE TO LACK OF FUNDING

INTRODUCTION

A Regional Transportation Improvement Program (TIP) is a short-range (three- to five-year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The State Transportation Improvement Program (STIP) is the state's short-range capital improvement program. The STIP references projects in Ada County and Canyon County via the Community Planning Association of Southwest Idaho's (COMPASS') TIP.

The TIP is developed through a cooperative process by COMPASS, the designated metropolitan planning organization (MPO) for the Nampa Urbanized Area and the Boise Urbanized Area Transportation Management Area (TMA). This process involves extensive participation by Ada County, Ada County Highway District (ACHD), Boise State University, Canyon County, Canyon Highway District No. 4, Capital City Development Corporation (CCDC), Idaho Department of Environmental Quality (DEQ), Golden Gate Highway District No. 3, Idaho Transportation Department (ITD), Valley Regional Transit (VRT), and the Cities of Boise, Caldwell, Eagle, Garden City, Greenleaf, Kuna, Melba, Meridian, Middleton, Nampa, Notus, Parma, Star, and Wilder.

The TIP must be consistent with the regional long-range transportation plan, *Communities in Motion 2040* (CIM 2040). The COMPASS Board of Directors adopted CIM 2040 on July 21, 2014.

The first four years of the TIP are of particular interest since these years are considered "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning stage to the implementation stage. Per federal regulations, information on the status of projects in the first year of the previous TIP will be posted online by December 2018 at www.compassidaho.org/prodserv/transimprovement.htm under "Annual Listing of Projects."

This document includes all federally and state funded projects and those non-federally funded projects deemed "regionally significant" for air quality purposes in Ada County (see page 31 for the definition of "regionally significant"). The TIP projects identified in this document are within the estimates of available funds from a variety of sources, both federal and non-federal.

The Boise TMA includes the cities of Boise, Eagle, Meridian, and Garden City; the Nampa Urbanized Area includes the cities of Nampa, Caldwell, and Middleton. Both urbanized areas also include adjacent densely settled areas outside of city limits (Figure 1). The smoothed urbanized area boundaries for the Boise and Nampa areas were adopted by the COMPASS Board of Directors, via Resolution 15-2013, on August 19, 2013. The planning area includes all of Ada and Canyon Counties. The Ada County air quality "maintenance area" encompasses the entire area of Ada County north of the Boise Baseline (Figure 2), located seven miles south of the City of Kuna. Northern Ada County is a maintenance area for two air pollutants – coarse

particulate matter (airborne dust and other particulates; referred to as “PM₁₀”) and carbon monoxide. Northern Ada County violated the federal standard for these pollutants in the 1980s and early 1990s, and has been in compliance ever since. Plans are in place to ensure the area maintains its compliance with these standards.

I. INFLATION FACTORS

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

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

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

II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP begins approximately 16 months prior to its final approval. This effort includes requesting input from local governments in the Boise and Nampa Urbanized Areas, local governments outside of the urbanized areas within Ada and Canyon Counties, and the general public. Public outreach efforts are guided by, and comply with, requirements and recommendations outlined in the COMPASS Public Participation Plan (Chapter 2 of the *COMPASS Integrated Communication Plan*¹).

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

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

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

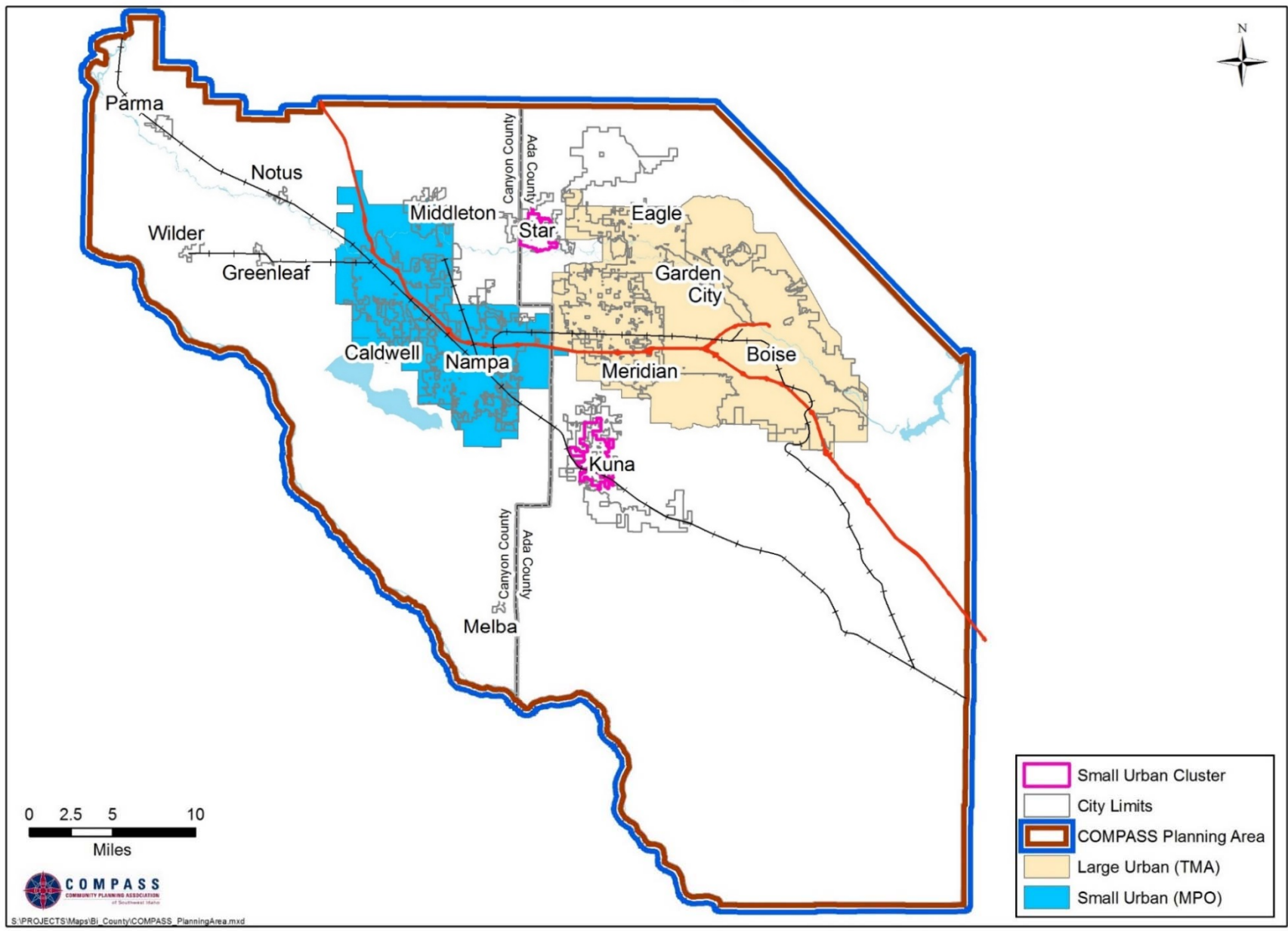


Figure 1: COMPASS planning area

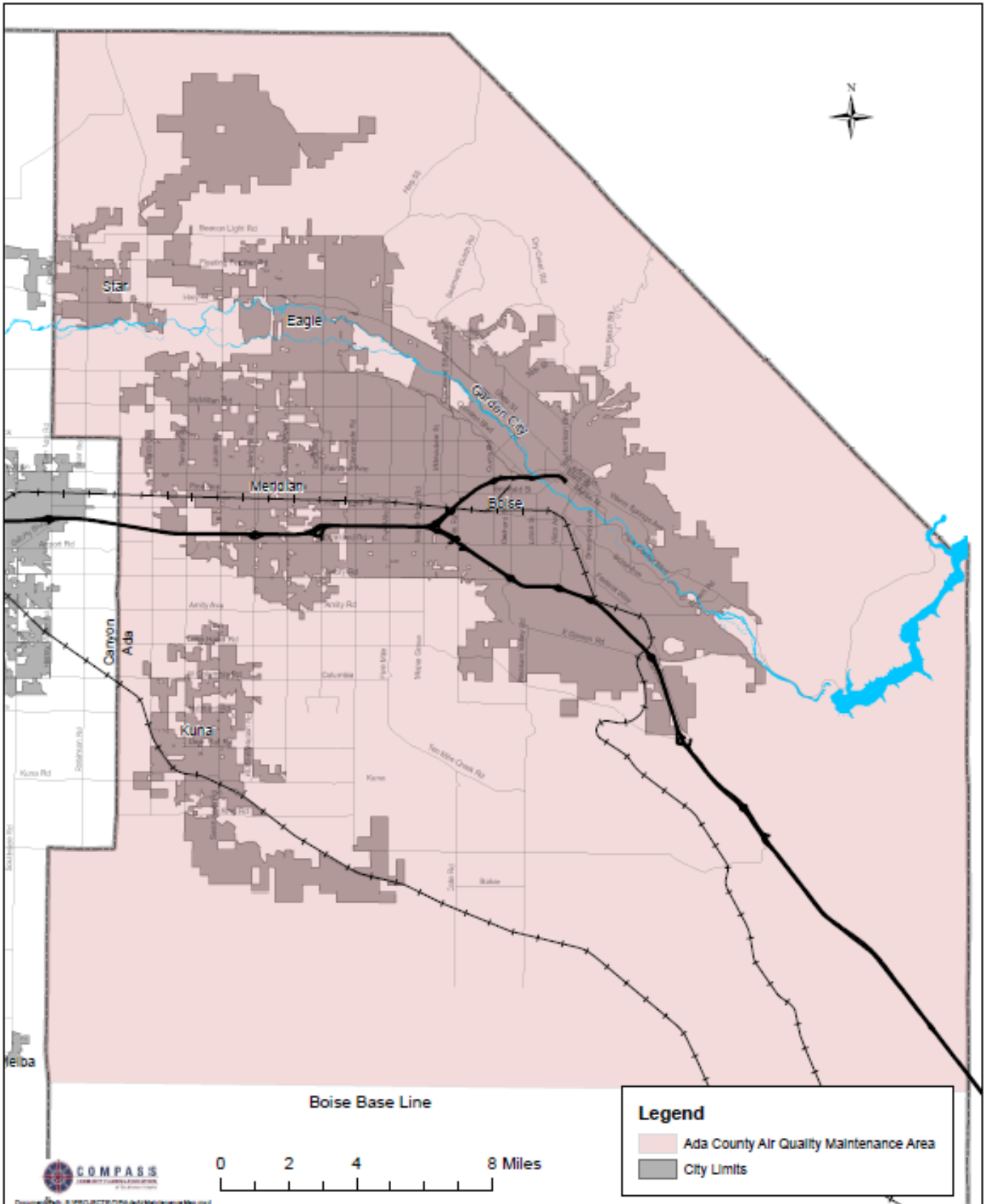


Figure 2: Northern Ada County air quality maintenance area

COMPASS Regional Transportation Advisory Committee (RTAC). RTAC is comprised of technical experts representing counties, cities, highway districts, state agencies, and other public agencies in Ada and Canyon Counties. RTAC members reviewed and ranked all project applications, resulting in a recommendation of funded projects to the COMPASS Board of Directors. RTAC members were also involved throughout the TIP development process, including recommending selection criteria in the COMPASS Funding Application Guide, federal performance measure targets, and the draft project list.

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

All legal notices, news releases, emails, comment forms, postcards, and content on the COMPASS website included the language "...including the federal Program of Projects proposed for funding by Valley Regional Transit..." and "the COMPASS public participation process is being used to satisfy VRT's Urbanized Area Formula Grant Program of Projects public outreach requirement," to fulfill VRT's outreach requirements. VRT's Program of Projects was included with all TIP materials.

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

Public comment materials posted online included the detailed and basic project lists, the major changes list, VRT's FY2019 federal Program of Projects, the draft air quality conformity demonstration, and interactive map of projects contained in the TIP, a TIP brochure, and fact sheets related to air quality conformity and understanding the TIP. Comment forms and information on how and where to comment, including information on the open house and a list of locations with comment materials, were also posted online.

² COMPASS website: www.compassidaho.org

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

Open House. COMPASS hosted one open house: Tuesday, August 14, 2018, 3:00 p.m. – 7:30 p.m. in the COMPASS Board Room in the City of Meridian (Figure 3). COMPASS staff provided an overview of the TIP and representatives from ITD and VRT gave brief presentations on projects in the TIP that are managed by their agencies. ACHD, ACHD Commuteride, and VRT set up static displays for the public to view throughout the open house.

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



Figure 3: COMPASS open house

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

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

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

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

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

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

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

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

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

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

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

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

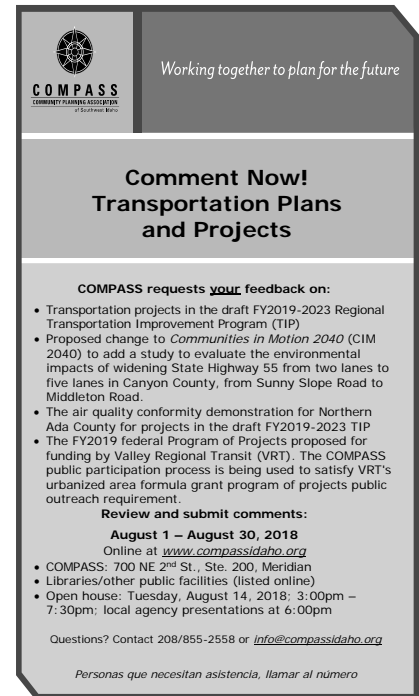


Figure 4: Newspaper advertisement

⁴ Idaho Press website:

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

⁵ Kuna Melba News website:

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

⁶ Flyer (English):

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

⁷ Flyer (Spanish):

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

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

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

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

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

Brochure. COMPASS staff updated a brochure explaining the TIP; the English¹² and Spanish¹³ versions were posted on the COMPASS website and available at the COMPASS office and public locations displaying public comment materials.

Spanish Translation. COMPASS translated the public comment flyer, TIP brochure, and the TIP comment form (hard copy and online) into Spanish. Web content concerning the public comment period was also provided in Spanish.

Comments Received. The public was encouraged to submit written comments throughout the public comment period. Comments were accepted via email, letter,

⁸ Facebook: www.facebook.com/compassidaho

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

¹⁰ Instagram: www.instagram.com/compassidaho/

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

¹² Brochure (English):

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

¹³ Brochure (Spanish):

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

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

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

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

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

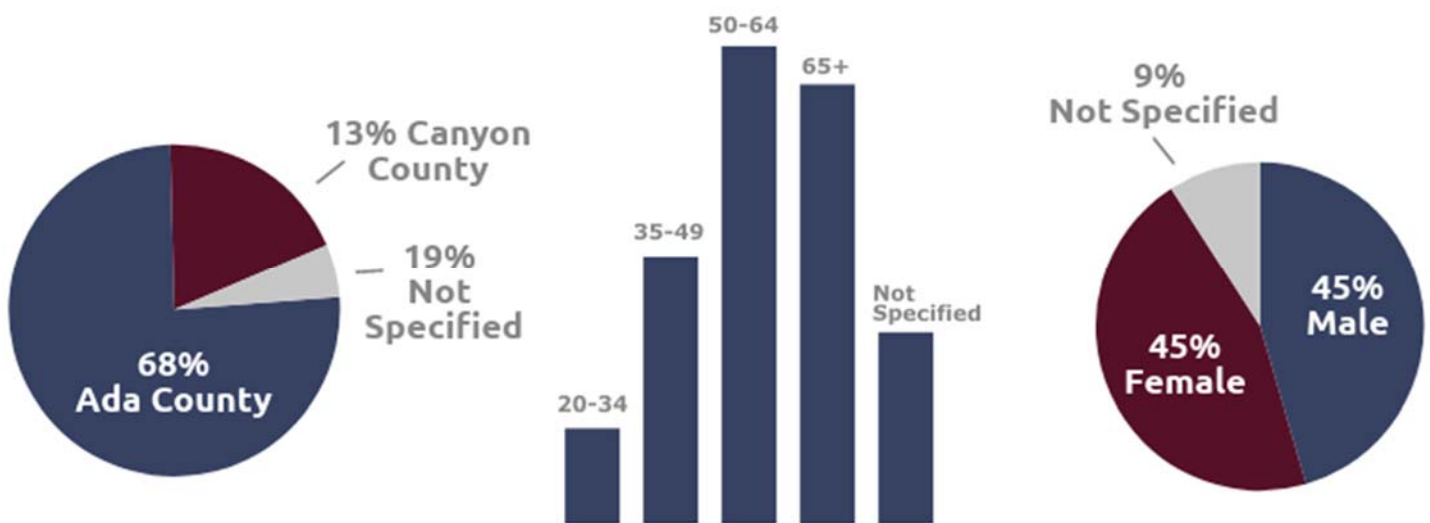


Figure 5: Public comment demographic data

III. TIP ACHIEVEMENT

Each project funded in the TIP supports one or more COMPASS performance measures as identified in CIM 2040 and/or supports federally required performance measures. COMPASS lists in the TIP which performance measure(s) each project supports. This helps ensure all projects receiving federal funds support the goals and vision of CIM 2040 and federally required performance measures.

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

COMPASS Performance Measures

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

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

Table 1: TIP Achievement Categories

TIP Achievement Category	Example of Type of Projects	CIM 2040 Performance Measures (PM)
Maintenance	<ul style="list-style-type: none"> Projects to maintain the current transportation system (roadway chip seals, rehabilitation, or replacing a public transportation vehicle) 	*
Transportation Infrastructure	<ul style="list-style-type: none"> Bridge repair or rebuild Bus or van replacement Increase bus service 	1-3, 10-13
Congestion Reduction/System Reliability	<ul style="list-style-type: none"> Add park and ride spaces Increase vanpool service Increase opportunities to walk and ride bicycles 	4-9, 26-29
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> Safety or capacity improvements to decrease congestion on freight routes 	14
Transportation Safety	<ul style="list-style-type: none"> Safety projects for autos, sidewalks, bicycle pathways, or public transportation services or facilities (such as bus stops or transfer stations) 	15-24
Environmental Sustainability	<ul style="list-style-type: none"> Additional public transportation service New sidewalks or pathways Signalization improvements to improve traffic flow 	25
Land Use	<ul style="list-style-type: none"> Improve quality of living in downtowns or in-fill areas 	31
Housing	<ul style="list-style-type: none"> Widen a medium-to-high congested road to increase access to employment opportunities 	38
Community Infrastructure	<ul style="list-style-type: none"> New sidewalks in urban areas 	41-42
Health	<ul style="list-style-type: none"> Specifically add connectivity and accessibility option to parks, schools, or grocery stores 	44-47
Open Space	<ul style="list-style-type: none"> New or improved connections or access to parks and pathway amenities, such as the greenbelt 	50-52
Farmland	<ul style="list-style-type: none"> Maintaining a roadway, but not purchasing prime farm land to widen the road 	55-56
Support	<ul style="list-style-type: none"> Planning projects Staff salary Technology improvement Public transportation operations 	**

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

¹⁴ COMPASS Performance Measures:

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

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

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

Table 2: Criteria for TIP Achievement Categories

TIP Achievement Category	Criteria
Maintenance*	Does the project: <ul style="list-style-type: none"> • Improve a roadway using preventive maintenance techniques such as an overlay, thin lift overlay, or micro seal? • Maintain vehicles for public transportation (such as oil changes, tires, or engine overhaul)? • Replace a vehicle for public transportation?
Transportation Infrastructure	Does the project: <ul style="list-style-type: none"> • Improve a “functionally obsolete” bridge back to functional condition? (PM 1) • Improve a “structurally deficient” bridge back to quality condition? (PM 2) • Improve public transportation vehicles to extend vehicle life (PM 3) or provide new public transportation vehicles (PM 10-13)?
Congestion Reduction/System Reliability	Does the project: <ul style="list-style-type: none"> • Improve capacity on the transportation network? (PM 4-6, 9) • Add park and ride spaces? (PM 7) • Add vanpool vehicles? (PM 8) • Add a bus route or improve quality of service? (PM 10-13) • Add, improve, or plan for bicycle or pedestrian infrastructure? (PM 26-29)
Freight Movement and Economic Vitality	Does the project: <ul style="list-style-type: none"> • Improve capacity or travel time on a designated freight corridor? (PM 14)
Transportation Safety	Does the project: <ul style="list-style-type: none"> • Propose a reduction in the number of automobile, bicycle, pedestrian, or public transportation related crashes? (PM 15-24)
Environmental Sustainability	Does the project reduce vehicle emissions by: <ul style="list-style-type: none"> • Increasing public transportation (including vanpool) options? (PM 25) • Increasing bicycle and pedestrian infrastructure? (PM 25) • Adding signalization or traffic timing, which improves traffic flow? (PM 25)
Land Use	Is the project located in or improve multimodal access to: <ul style="list-style-type: none"> • A designed downtown area? (PM 31) • A current or CIM 2040 designated Major Activity Center? (PM 33) • An infill area (see map¹⁵)? (PM 34)
Housing	Does the project increase access to additional employment by: <ul style="list-style-type: none"> • Improving congestion on a roadway considered “medium congestion” or “high congestion” based on the most recent travel time index¹⁶? (PM 38)
Community Infrastructure	Is the project: <ul style="list-style-type: none"> • Within city limits? (PM 41) • Within a city area of impact? (PM 42)
Health	Does the project improve bicycle and/or pedestrian infrastructure: <ul style="list-style-type: none"> • Within ¼-mile of a park, school, or grocery store? (PM 44-47)

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

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

TIP Achievement Category	Criteria
Open Space	Does the project improve bicycle or pedestrian access to or build: <ul style="list-style-type: none"> • A trail and/or pathway¹⁷? (PM 50) • The greenbelt? (PM 51) • Parks or open space? (PM 53)
Farmland	Does the project: <ul style="list-style-type: none"> • Include widening roadways adjacent to farmland? (PM 56)
Support**	Does the project: <ul style="list-style-type: none"> • Provide support, such as planning, staff salaries, or operations of public transportation?

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

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

To further report on the support of CIM 2040 performance measures, Table 3 provides an analysis of the distribution of funding and number of projects across all TIP achievement categories. A project may meet the goals of up to five different performance measures. These measures are not weighted, but are reported based on the number of performance measures for each project. For example, if a project meets the goals of two performance measures, each measure reports 50% of the project cost.

Table 3: Analysis of TIP Achievement

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

*Most projects are reported in multiple TIP achievement categories.









**Totals may not sum due to rounding.

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

Federal Performance Measures

The last two federal transportation authorization bills, *Moving Ahead for Progress in the 21st Century* (MAP-21) and *Fixing America's Surface Transportation* (FAST) Acts, placed an emphasis on performance-based planning and programming. Federal agencies started the rulemaking process to incorporate performance measures and target setting procedures, with the first set of targets due for reporting by May 2018 and most others following by May 2019. The federal targets are represented in the TIP project list with icons. Table 4 shows the federal target areas and deadlines for reporting, with currently-approved targets highlighted in gray.

Table 4: Federal Performance Measures

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

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



Safety Targets

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

Table 5: Idaho Statewide Safety Targets

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

*VMT = vehicle miles traveled per 100 million miles

Grey highlight = current target

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

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

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

Key Number	Project ¹	Counter Measures ²	Expected % change based on CMF data	Expected actual change in crashes ³
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	Bicycle and pedestrian bridge	N/A	N/A
19783	Bogus Basin Road Safety, Maintenance, and Trailhead, Boise County	Pavement rehabilitation, guardrails, and barriers	Decrease all crashes 61%	N/A
13484	Centennial Way Roundabout, Caldwell	Install multi-lane roundabout	Decrease KABC crashes 63%	-26 crashes
20842	Cloverdale Road, Camas Drive to Trutina Avenue and Overpass, Boise	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-4 crashes
13486	Colorado and Holly, Signal and Pedestrian Improvements, Nampa	Install traffic signals	Decrease KABC crashes 22%	-2 crashes
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-16 crashes
ORN22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	Construct dual lane offset roundabout	Decrease KABC crashes 45%	-2 crashes
ORN21999	Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	Install traffic control signal, pedestrian crossings, and a raised median	Decrease all crashes 93%	-147 crashes
20799	I-84, Karcher Road Interchange to Northside Boulevard, Nampa	Widen road	Decrease KABC crashes 30%	-31 crashes

Key Number	Project ¹	Counter Measures ²	Expected % change based on CMF data	Expected actual change in crashes ³
20798	I-84, Northside Boulevard to Franklin Boulevard, Nampa	Widen road	Decrease KABC crashes 30%	-48 crashes
ORN21863	Intersection Improvements, District 3	Widening, adding turn lanes, signage, signals, signal timing, lighting, and accessibility	N/A	N/A
ORN22100	ITS, Advanced Signalization, Ada County, ACHD	Improve traffic signal operations	N/A	N/A
18833	ITS, SH-55 (Eagle Road) Signal Equipment Upgrades, Ada County	Signal upgrades	N/A	N/A
20782	ITS, Smart Arterial Management, Ada County	Signal upgrades	N/A	N/A
13492	Linder Road and Deer Flat Road Intersection, Kuna	Install bicycle lanes, curb, and gutter	Decrease all crashes 29%	-10 crashes
RD202-17	Linder Road, Cayuse Creek Drive to US 20/26 (Chinden Boulevard), Meridian	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-1 crash
RD213-16	Linder Road, Franklin Road to Pine Avenue, Meridian	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-15 crashes
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	Install multi-lane roundabout, bicycle lanes, curb, and gutter	Decrease all crashes 43%	-7 crashes
RD202-18	Linder Road, Ustick Road to McMillan Road, Meridian	Install bicycle lanes, curb, and gutter	Decrease KABC crashes 39%	-7 crashes
20613	Lone Star Road and Middleton Road, Intersection Improvements, Nampa	Install traffic signal	Decrease KABC crashes 22%	-<1 crash
20430	Middleton Road and Cornell Street, Intersection Improvements, Middleton	Convert to "mini-roundabout"	Decrease KABC crashes 18%	-1 crashes
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Construct roundabout	Decrease KABC crashes 35%	-3 crashes
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise	New multi-use ramp to greenbelt	N/A	N/A
19828	Pathway, Five Mile Creek, Treatment Plant to Black Cat Road, Meridian	Multi-use pathway and pedestrian bridge	N/A	N/A
ORN22076	Pathway, Grimes Pathway, Nampa	Extend pathway	N/A	N/A
20076	Pathway, Indian Creek, 4 th Avenue to the Greenbelt, Caldwell	Multi-use pathway, pedestrian bridges, crosswalk, and lighting	N/A	N/A
20141	Pathway, Indian Creek, Taffy Drive to Peppermint Drive, Nampa	Multi-use pathway	N/A	N/A

Key Number	Project ¹	Counter Measures ²	Expected % change based on CMF data	Expected actual change in crashes ³
ORN22070	Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa	Extend pathway and install rapid flashing beacon	N/A	N/A
ORN22050	Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa	Extend pathway	N/A	N/A
19855	Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa	Install bicycle lanes and bicycle boulevard, crosswalks, pedestrian hybrid beacon, and rapid flashing beacon	Decrease all crashes 75%	-34 crashes
20143	Pedestrian Improvements, Main Street, Avenue A to Avenue C, Kuna	Improvements include crosswalks, bulb-outs, and lighting	N/A	N/A
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43 rd Street, Garden City	Install pedestrian hybrid beacon	Decrease KABC crashes 15%	-<1 crash
20537	Railroad Crossing, Benjamin Lane, Boise	Install crossing signal	Decrease all crashes 79%	N/A
20355	Railroad Crossing, Look Lane, Caldwell	Add signal and gates	Decrease all crashes 98%	N/A
ORN22034	Railroad Crossing, Midland Boulevard, Nampa	Upgrade signals	N/A	N/A
19875	Railroad Crossing, North Linder Road, Meridian	Install crossing signals and gates	Decrease all crashes 99%	-1 crash
20606	Railroad Crossing, Old Fort Boise Road, Canyon County	Install gates	Decrease all crashes 67%	N/A
20428	SH-21, Technology Way to Surprise Way, Boise	Install median and pave shoulders	Decrease KABC crashes 79%	-20 crashes
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection, ½ CFI, Eagle	Construct a partial (½) continuous flow intersection (CFI)	N/A	N/A
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Widen road	N/A	N/A
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Widen road	N/A	N/A
13349	SH-55 (Eagle Road), Meridian Towne Center, Meridian	Widen road	Decrease KABC crashes 26%	-157 crashes
20174	SH-55 (Karcher) and Florida Avenue, Intersection Improvements, Caldwell	Install "thru-U" intersection	Decrease KABC crashes 62%	-12 crashes
20167	Smith Avenue and Middleton Road, Signals, Nampa	Install traffic signal, crosswalks, and turn lanes	Decrease all crashes 81%	-18 crashes

Key Number	Project ¹	Counter Measures ²	Expected % change based on CMF data	Expected actual change in crashes ³
20275	State Street Lighting, 16 th Street to 23 rd Street, Boise	Install street lighting	Decrease nighttime KABC crashes 32%	-1 crash
ORN21864	US 20/26 (Chinden), SH-16 to Tree Farm Way, Ada County	Install raised medians	Decrease KABC crashes 19%	-4 crashes
ORN21858	US 20/26, Tree Farm Way to Linder Road, Ada County	Install raised medians	Decrease KABC crashes 19%	-9 crashes
19415	US 20/26, Intersection Improvements, Canyon County	Install turn lanes and pave shoulders	Decrease all crashes 36%	-12 crashes
Total Projected Reduction in Crashes				-590 crashes

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



Transit Asset Management

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

Table 7: Valley Regional Transit – Transit Asset Management Targets

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

Grey highlight = current target

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

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

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

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

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



Pavement Condition

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

Table 9: FY2017 Pavement Conditions and FY2018 Targets

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

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

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

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

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

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

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

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

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



Bridge Condition

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

Table 11: FY2017 Bridge Conditions and FY2018 Targets

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

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

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

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

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

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



Level of Travel Time Reliability

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

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

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

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

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

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

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

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

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

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

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

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



Truck Travel Time Reliability (Freight Movement)

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

Table 15: FY2017 Truck Travel Time Reliability and FY2018 Targets

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

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

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

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

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

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

*Projects include some segments that perform within the target.



Congestion Mitigation Air Quality – Emissions

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

IV. AIR QUALITY CONFORMITY

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

²² COMPASS TIP Viewer:

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

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

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

Finding. The *Northern Ada County PM₁₀ State Implementation Plan (SIP), Maintenance Plan: Ten Year Update*²³ contains motor vehicle emissions budgets for three pollutants: coarse particulate matter less than 10 microns in size (PM₁₀), nitrogen oxides (NO_x), and volatile organic compounds (VOCs). Emissions budget tests, as required by 40CFR93.118, demonstrate conformity of the FY2019-2023 TIP. The complete air quality conformity demonstration, *Conformity Demonstration for the FY2019-2023 Regional Transportation Improvement Program and Amended Communities in Motion 2040*, Report Number 02-2019, is provided under separate cover and can be found online.²⁴

V. LOCAL PLANNING ACTIVITIES

The TIP was developed in accordance with the area's development goals and priorities as specified in the long-range transportation plans. The following planning documents were consulted in preparing this TIP:

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

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

Blueprint Boise, City of Boise, November 2011.

Campus Master Plan, Boise State University, January 2016.

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

Downtown Boise Mobility Study, VRT, October 2005.

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

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

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

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

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

Idaho Public Transportation Plan, ITD, April 2018.

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

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

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

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

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

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

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

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

ValleyConnect 2.0, VRT, April 2018.

VI. FUNDING CATEGORIES

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

Federal and state funding combined allows the state to preserve and improve the current transportation system. What follows in Table 17 is a brief description of those funding sources. The funding type or abbreviation correlate to the funding source found in the List of Projects provided in Appendix A.

COMPASS staff created a funding fact sheet²⁶ titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below, including definitions of transportation acronyms.

²⁵ On May 17, 2013, EPA announced receipt of the maintenance plan and issued determination of adequacy of the motor vehicle emission budgets for transportation conformity purposes.

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

Table 17: Funding Sources and Uses

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
Bridge (Local)	Replacing or rehabilitating local (non ITD) bridges.	Fixing a current bridge or replacing an old bridge with a new one.	Local highway districts or cities
Bridge Restoration	Replacing or major rehabilitation of a bridge in ITD's jurisdiction.	Replacing an old bridge with a new one.	ITD
Bridge State	Replacing or rehabilitating bridges on the state system.	Fixing a current bridge or replacing an old bridge with a new one.	ITD
Capacity	Roadway projects that add through lanes.	Widen a congested roadway.	ITD
Federal Rail Crossing (Fed RRX)	Projects that enhance transportation safety at railroad crossings using federal funds.	Rebuild railroad crossing or add crossing arms.	Any
Federal Lands Access Program (FLAP)	Projects that enhance access to federal lands. Program managed by the Western Federal Lands division of the US Department of Transportation.	Improvements to Bogus Basin Road.	Any
FTA 5303	FTA funding for metropolitan planning.	Funding for COMPASS to conduct regional transportation planning.	COMPASS
FTA 5307 LU	Planning, developing, improving, and operating public transportation services in large urban areas with populations over 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5307 SU	Planning, developing, improving, and operating public transportation services in small urban areas with a population between 50,000 and 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
FTA 5310 LU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in large urban areas with populations over 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5310 SU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
FTA 5311	Planning, developing, improving, and operating public transportation services in large urban areas with populations under 50,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Rural public transportation providers
FTA 5339 LU	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in large urban areas with a population over 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5339 R	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in rural areas (5,000 population or less)
FTA 5339 SU	Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
Freight	Capital funding to improve freight movement on prioritized freight corridors.	Providing wider turning movements at an intersection.	ITD, local highway districts, or cities (but must be on prioritized freight corridor)
GARVEE 2017	Capital funding obtained through municipal bonding approved by the Idaho Legislature in 2017 to widen roadways or improve safety on corridors specified by the legislature.	Widening I-84.	ITD
Highway Safety Improvement Program (HSIP)	A project that improves safety on state managed roadways.	Adding rumble strips along the side of a road.	ITD
Highway Safety Improvement Program (HSIP) (Local)	A project that improves safety on locally managed roadways.	Adding safety lighting along a corridor.	Local highway districts or cities
Interstate Maintenance (IM)	A project to resurface, restore, rehabilitate or reconstruct most routes on an Interstate System.	Replacing an interchange on I-84.	ITD

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
Local Participating	A project that is primarily federally funded, but the sponsoring agency (and/or others) pay more than the minimum required match. Thus, the local agencies are "participating" in the funding.	Any project where the sponsoring agency (and/or others) chooses to pay more than the minimum to help make the project more competitive when projects are selected for funding.	Any
National Highway Performance Program (NHPP)	A project that provides support for the condition and performance of the National Highway System.	Intersection improvements at a congested intersection on a state highway.	ITD
Non-Participating (Local)	A locally-funded project that is currently not part of a federal-aid project.	Overlay on a local road.	Local highway districts or cities
Local (Regionally Significant)	Locally funded projects (no state or federal funds) that are included in the TIP because they meet the definition of "regionally significant."	Adding an additional traffic lane between two intersections on a major roadway, using local (not state or federal) funds.	Local highway districts or cities
Metropolitan Planning	FHWA funding for metropolitan planning.	Funding COMPASS to conduct regional transportation planning.	COMPASS
Sales Tax Anticipated Revenue (STAR)	Refunding money to a developer who pays for transportation improvements up front. Refunds come from anticipated sales tax generated by the new development.	Improvements funded by a developer, such as widening a road to accommodate increased traffic at a new shopping mall.	Private Developers
Surface Transportation Program – Rural (STP – R)	Mainly roadway projects in small towns and rural areas with populations under 5,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in areas with populations under 5,000
Surface Transportation Program – State (STP – State)	Mainly roadway projects for use anywhere in the state. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	ITD

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
Surface Transportation Program – Transportation Management Area (STP – TMA)	Mainly roadway projects in urbanized areas of 200,000 or greater population. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Generally jurisdictions in the Boise Urbanized Area
Surface Transportation Program – Urban (STP – U)	Mainly roadway projects in urbanized areas with populations between 5,000 and 200,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more.	Nearly any type of road construction project, including projects such as road widening or chip sealing.	Jurisdictions in the Nampa Urbanized Area
State Funds	Any project on a state-owned facility. Funds are very flexible.	Any type of road improvement, including operations, technology, planning, support projects, and limited alternative transportation.	ITD
Transportation Alternatives Program Urban (TAP – Urban)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 50,000 to 200,000 population.	Building a walking or biking path.	Any local transportation agency, city, or county (including jurisdictions in the Boise Urbanized Area)
Transportation Alternatives Program – Transportation Management Area (TAP – TMA)	Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 200,000 or greater population. Note that while these funds are set aside for use in the TMA, entities in the TMA may also apply for non-TMA TAP funds.	Building a walking or biking path.	Generally, jurisdictions in the Boise Urbanized Area

* *Funding Source*: The source of funds used to fund the project. These can include funds from federal, state, or local sources.

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

VII. REGIONALLY SIGNIFICANT PROJECTS

The TIP and regional emissions analyses must include all regionally significant and/or federally funded projects in the nonattainment or maintenance area. Regionally significant projects are listed in the *Conformity Demonstration of the FY2019-2023 Regional Transportation Improvement Program*, Report Number 02-2019.

40 CFR 93.101 defines a regionally significant project as:

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

VIII. FINANCIAL CONSTRAINT

The TIP is a financially driven document. Financial constraint is required by federal law and guidance, meaning that the TIP can only be programmed to the level that there is funding. Financial constraint also has the broader implication that funding will be budgeted to improve the transportation system and to maintain and operate that system. Based on COMPASS' analyses, funding is reasonably available for the projects contained in this document.

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

A. Highway Funding Assumptions

The highway funding program establishes individual funding source levels from apportionment levels provided in the FAST Act and from ITD forecasts of state funding levels. Actual funding levels are often not known until after the beginning of each fiscal year (October 1). Therefore, assumptions are made regarding future funding to allow uninterrupted development of projects. The following list of highway assumptions and guidelines is used to develop the highway funding levels shown in the TIP.

1. Federal-Aid Funding Assumptions

Program funding levels for FY2019 through FY2020 are reflective of apportionments in the FAST Act and FY2021 through FY2023 funding levels are flat-lined based on FY2020 apportionments.

Funds in the Project List in Appendix A are shown in year-of-expenditure dollars, meaning the costs are inflated to reflect anticipated costs based on the year the project will occur. Inflation is estimated at 2% annually.

Obligation authority is assumed to be equal to 100% of estimated apportionments. Funding forecasts do not include year-end redistribution or obligation authority not used by other states.

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

2. State Funding Assumptions

Estimates of state funds available for capital construction take into account projected revenues, the set-aside of state matching funds for federal aid, and other operational needs not shown in ITD's funding program.

The amount of state highway funding can be impacted by legislation passed in any given year. The 2018 Idaho Legislature passed only one bill that impacted transportation funding. House Bill 599 repealed the law that allowed courts to report unpaid citations, and ITD to suspend a license for failure to appear or pay fines. This change will result in an estimate \$631,000 reduction in annual fine receipts beginning in FY2019.

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

The estimated state funding for FY2019 through FY2025 (including preliminary development) for highway capital construction ranges from \$118.2 million to \$155.5 million annually.

3. GARVEE Bonding Assumptions

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

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

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

Estimated debt service on \$300 million in additional bonds is approximately \$24.0 million annually. In combination with the \$57.7 million existing debt service, the total annual debt service, including \$300 million of additional bonds, would be approximately \$80.8 million (\$74.8 million federal funds, \$6.0 million state matching funds).

B. Public Transportation Funding Assumptions

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

and some small urban programs. These funds support fixed route and paratransit services, transportation services for the elderly and people with disabilities, bus and bus facilities programs, and general operations and maintenance of the public transportation system in Ada and Canyon Counties.

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

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

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

C. Reference to Metropolitan Planning Organizations (MPO)

The STIP does not list projects located in MPO planning areas, but refers to the local TIP in each MPO area; therefore, all projects located in Ada or Canyon Counties are only listed in the COMPASS TIP. Unlike ITD, the COMPASS Board of Directors opted not to group projects; all projects are listed individually in the COMPASS TIP.

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

Financial Status of ITD Projects

The FY2019-2025 STIP provides financial data and financial constraint for ITD projects.

ITD seeks to make the best use of its resources and assets through a mixture of performance management and financing options. Idaho's transportation revenue comes from two primary sources. The State of Idaho receives 51% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, and 49% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's Highway Distribution Account (HDA) and air-fuel tax accounts, and 1% from other revenues such as local match. Annually, ITD accounts to the Idaho State Legislature on plans to use available resources for the operation, maintenance, and capital improvement of the State Highway System, public transportation, and aeronautics programs.

ITD's appropriations chart (Table 18) is updated annually and provided to the Idaho State Legislature; it diagrams the various sources of funds and their distribution. The chart outlines ITD's legislatively approved budget for FY2019.

Table 18: ITD FY2019 Agency Budget Request – Revision #1 (10/27/17)
 (Amounts in \$ millions – sums may not add due to rounding)

Fund Sources	State	Federal	Other	Total
Distribution of Highway User Revenue to ITD (Highway Distribution Account, ethanol and new revenue)	\$289.5	-	-	\$289.5
Cigarette Tax – for Debt Service (state match)	\$4.7	-	-	\$4.7
Cigarette Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$1.9	-	-	\$1.9
1% Sales Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$16.0	-	-	\$16.0
Aviation Fuel Tax	\$2.2	-	-	\$2.2
Federal	-	\$330.1	-	\$330.1
Local Match	-	-	\$4.2	\$4.2
Services for State Agencies	-	-	\$0.2	\$0.2
Miscellaneous State	\$37.5	-	-	\$37.5
Prior Year Federal Obligated – Unspent (federal spending authority)	-	\$40.0	-	\$40.0
Cash Adjustment	\$33.1	-	-	\$33.1
Total Fund Sources	\$384.8	\$370.1	\$4.4	\$759.3

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

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

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

Table 19: Highway User Revenue - FY2019

Based on August 2017 forecast

New revenue is the result of 2015 legislation (HB312)

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

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

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

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

*HDA = Highway Distribution Account

ITD's STIP outlines the department's transportation revenues and expenditures for capital improvement and preservation projects from FY2019 through FY2025. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety that will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes reference to projects found in Idaho's five metropolitan planning organization's TIPs.

ITD's budget policy section estimates revenues into the state HDA based on past performance and future economic and use factors. The "Available Funding with Match vs. Programmed Projects" amounts in Table 20 include the match and federal funds estimated to be available to programmed projects.

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

Program Name	Idaho Transportation Investment Program (ITIP)											
	Statewide Transportation Improvement Program (STIP)								FY2023*		FY2024/2025* (PD)	
	FY2019		FY2020		FY2021*		FY2022*		Available	Program	Available	Program
	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program	Available	Program
Pavement Preservation (Commerce)	\$25,833	\$31,388	\$32,776	\$28,859	\$28,461	\$25,180	\$24,433	\$26,394	\$29,484	\$15,203	\$57,337	\$69,137
Pavement Preservation (Non-Commerce)	\$2,662	\$2,163	\$18,000	\$5,316	\$18,000	\$9,380	\$18,000	\$9,273	\$18,000	\$8,561	\$36,000	\$16,124
Restoration	\$110,601	\$123,279	\$111,708	\$111,428	\$100,012	\$109,901	\$74,786	\$72,777	\$68,568	\$87,121	\$133,341	\$147,364
SHS Pavements	\$139,096	\$156,830	\$162,484	\$145,603	\$146,473	\$144,461	\$117,219	\$108,444	\$116,052	\$110,884	\$226,678	\$232,625
Bridge Preservation	\$15,739	\$12,463	\$13,122	\$13,566	\$20,885	\$22,528	\$12,306	\$14,633	\$15,000	\$18,647	\$30,000	\$30,613
Bridge Restoration	\$69,837	\$69,426	\$84,318	\$60,128	\$63,704	\$65,700	\$66,963	\$82,601	\$65,000	\$72,497	\$130,000	\$145,349
SHS Bridges	\$85,576	\$81,889	\$97,440	\$73,694	\$84,589	\$88,228	\$79,269	\$97,234	\$80,000	\$91,144	\$160,000	\$175,962
Freight	\$9,410	\$16,207	\$10,483	\$9,739	\$10,446	\$11,673	\$10,446	\$7,421	\$10,446	\$9,345	\$20,892	\$6,983
Safety		\$27,389		\$23,895		\$25,909		\$77,271		\$74,773		\$53,141
Capacity		\$67,834		\$55,519		\$47,213		\$5,435		\$390		\$110,568
Safety & Capacity Total	\$109,605	\$95,223	\$36,560	\$79,414	\$52,081	\$73,122	\$79,426	\$82,706	\$80,000	\$75,163	\$160,000	\$163,709
SHS CORE	\$343,687	\$350,149	\$306,967	\$308,450	\$293,589	\$317,484	\$286,360	\$295,805	\$286,498	\$286,536	\$567,570	\$579,280
Early Development	\$645	\$270	\$250	\$50	\$50	\$50	-	-	-	-	-	-
Formula Debt Service + Fees & Interest ¹	\$56,700	\$56,700	\$66,708	\$66,708	\$74,745	\$74,745	\$80,780	\$80,780	\$80,806	\$80,806	\$161,701	\$161,701
System Support	\$7,133	\$8,033	\$6,453	\$7,609	\$6,157	\$6,157	\$6,140	\$6,140	\$6,500	\$6,140	\$13,000	\$13,000
Safety, Local	\$3,851	\$3,852	\$8,957	\$8,957	\$8,942	\$8,942	\$8,942	\$8,942	\$8,942	\$8,942	\$17,884	\$17,533
Railroad Crossings	\$2,178	\$2,337	\$2,219	\$2,400	\$2,219	\$2,205	\$2,219	\$2,195	\$2,219	\$1,115	\$4,437	\$1,835
State Board Unallocated	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$10,000	\$10,000
Other	\$75,507	\$76,192	\$89,587	\$90,724	\$97,113	\$97,099	\$103,081	\$103,057	\$103,467	\$102,003	\$207,022	\$204,069
System Planning	\$1,240	\$2,900	\$1,368	\$3,921	\$400	\$400	\$400	\$400	-	\$200	-	\$400
Metropolitan Planning	\$1,852	\$1,852	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$3,789	\$3,789
State Planning and Research	\$6,907	\$6,883	\$7,091	\$7,066	\$7,066	\$7,066	\$7,066	\$7,066	\$7,066	\$7,066	\$14,132	\$14,132
Highway Planning	\$9,999	\$11,635	\$10,354	\$12,882	\$9,361	\$9,361	\$9,361	\$9,361	\$8,961	\$9,161	\$17,921	\$18,321
Transportation Alternatives Program (TAP)	\$3,943	\$3,934	\$3,822	\$3,736	\$3,822	\$3,246	\$3,822	\$3,822	\$3,822	\$3,822	\$7,644	\$7,644
Congestion Mitigation/Air Quality (CMAQ)	-	-	-	-	-	-	-	-	-	-	-	-
Recreational Trails	\$1,711	\$1,711	\$1,711	\$1,711	\$1,711	\$1,711	\$1,711	\$1,711	\$1,711	\$1,711	\$3,421	\$3,422
Highway Statewide Competitive	\$5,654	\$5,645	\$5,533	\$5,447	\$5,533	\$4,957	\$5,533	\$5,533	\$5,533	\$5,533	\$11,065	\$11,066
STP – Local Urban	\$8,718	\$8,812	\$8,748	\$9,009	\$8,748	\$8,706	\$8,748	\$8,754	\$8,748	\$8,996	\$17,496	\$31,735
STP – Transportation Management Area	\$10,503	\$10,202	\$10,949	\$10,949	\$10,949	\$10,949	\$10,949	\$10,971	\$10,949	\$10,949	\$21,897	\$20,477
TAP – Transportation Management Area	\$480	\$480	\$480	\$508	\$480	\$414	\$480	\$463	\$480	\$448	\$960	\$1,099
STP – Local Rural	\$14,321	\$9,707	\$14,796	\$16,926	\$14,796	\$18,006	\$14,796	\$11,314	\$14,796	\$10,075	\$29,592	\$28,223
Bridge, Local	\$5,447	\$8,316	\$5,447	\$2,650	\$5,447	\$4,307	\$5,447	\$6,554	\$5,447	\$7,745	\$10,894	\$15,026
Bridge, Off System	\$4,085	\$5,830	\$4,085	\$4,753	\$4,085	\$2,013	\$4,085	\$6,461	\$4,085	\$6,508	\$8,170	\$4,582
LHTAC Programs	\$27,704	\$27,705	\$33,285	\$33,286	\$33,270	\$33,269	\$33,270	\$33,270	\$33,270	\$33,270	\$66,540	\$65,365
Highway Local	\$43,554	\$43,347	\$44,505	\$44,794	\$44,505	\$44,396	\$44,505	\$44,516	\$44,505	\$44,721	\$89,009	\$101,142
Highway Federal Formula & State Funds	\$478,401	\$486,968	\$456,946	\$462,297	\$450,101	\$473,297	\$448,840	\$458,271	\$448,964	\$447,954	\$892,587	\$913,878
High Priority (SAFETEA-LU)	-	-	\$1,483	\$1,483	-	-	-	-	-	-	-	-
High Priority (TEA-21)	\$18,426	\$18,426	\$6,969	\$6,969	-	-	-	-	-	-	-	-
Discretionary Earmarks	\$5,665	\$5,665	-	-	-	-	-	-	-	-	-	-
Emergency Relief	\$4,647	\$4,647	\$1,425	\$1,425	-	-	-	-	-	-	-	-
Federal Lands Access (FLAP)	\$13,898	\$12,775	\$13,898	\$22,371	\$13,898	\$15,266	\$13,898	\$9,516	\$13,898	-	\$28,665	\$869
Indian Reservation Roads	\$2,019	\$2,019	\$1,284	\$1,284	\$822	\$822	\$113	\$113	\$113	-	-	-
Other Federal Non-Formula	\$862	\$862	\$3,662	\$3,662	\$3,862	\$3,862	\$1,862	\$1,862	\$1,862	\$1,862	\$7,600	\$7,600
Highway Other Federal Programs	\$45,517	\$44,394	\$28,721	\$37,194	\$18,582	\$19,950	\$15,873	\$11,491	\$15,760	\$1,862	\$36,265	\$8,469
Federal Non-Participating	-	-	-	-	-	-	-	-	-	-	-	-
Local/Private Partnership	\$10,323	\$10,323	\$970	\$970	\$7,218	\$7,218	\$5,350	\$5,350	\$15,671	\$15,671	\$3,427	\$3,427
Highway Other Programs	\$10,323	\$10,323	\$970	\$970	\$7,218	\$7,218	\$5,350	\$5,350	\$15,671	\$15,671	\$3,427	\$3,427
GARVEE 2017 Legislative Authorization¹	\$181,503	\$181,503	\$103,300	\$103,300	\$11,697	\$11,697	-	-	-	-	-	-
Highways Total	\$715,744	\$723,188	\$589,937	\$603,761	\$487,598	\$512,162	\$470,063	\$475,112	\$480,395	\$465,487	\$932,279	\$925,774
Capital	\$15,381	\$15,381	\$15,057	\$15,057	\$15,092	\$15,092	\$14,366	\$14,366	\$14,128	\$14,128	\$6,165	\$6,165
Operations	\$26,130	\$26,130	\$26,293	\$26,293	\$26,795	\$26,795	\$26,623	\$26,623	\$22,677	\$22,677	\$2,070	\$2,070
Public Transit Total	\$41,511	\$41,511	\$41,350	\$41,350	\$41,887	\$41,887	\$40,989	\$40,989	\$36,805	\$36,805	\$8,235	\$8,235
New Airport Facility	\$20,401	\$20,401	\$15,806	\$15,806	\$25,837	\$25,837	\$20,550	\$20,550	\$850	\$850	-	-
Airport Facility Maintenance	\$47,527	\$47,527	\$45,732	\$45,732	\$22,444	\$22,444	\$10,995	\$10,995	\$567	\$567	-	-
Airport Planning	\$1,014	\$1,014	\$508	\$508	\$400	\$400	\$400	\$400	\$45	\$45	-	-
Aviation System Planning	\$280	\$280	\$301	\$301	\$574	\$574	\$289	\$289	-	-	-	-
Aeronautics Total	\$69,222	\$69,222	\$62,347	\$62,347	\$49,255	\$49,255	\$32,236	\$32,236	\$1,462	\$1,462	-	-
Grand Total	\$826,477	\$833,921	\$693,634	\$707,458	\$578,740	\$603,304	\$543,288	\$548,337	\$518,662	\$503,754	\$940,514	\$934,009

* Available estimates are to be used for planning purposes only. Federal FY2020 is last year of FAST transportation act. FY2021 and later are flat-lined at FY2020 levels.

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

Funding levels assume 100% Obligation Authority.

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

FAST means "Fixing America's Surface Transportation"

STP means "Surface Transportation Program" and is now formally known as STBG or "Surface Transportation Block Grant"

Source: ITIP, page 9 (last updated 6/26/2018)

Financial Status of Project Sponsoring Entities

Sponsoring entities are agencies receiving federal funding for their projects.

ACHD projects are derived from the agency's annual Five-Year Work Plan²⁷, a capital improvement program. The Five-Year Work Plan is a fiscally constrained program, which means anticipated costs for individual projects and programs match the projected revenues of the highway district within a designated margin. The ACHD budget history is provided in Table 20. Each year, ACHD staff develops revenue projections for the program. These projections are based on anticipated growth in ACHD's various revenue sources, which include property taxes, vehicle registration fees, the state HDA (fuel tax), state sales tax, and impact fees.

The total revenue projection is then divided into two subcategories – capital projects and maintenance and operations. The amount identified for capital projects serves as the amount available for the Five-Year Work Plan and matches the revenue column in Table 21. No interruption of revenue is currently anticipated for ACHD. Furthermore, the agency regularly adjusts its expenditure levels according to its anticipated revenue.

The Idaho State Legislature voted to increase the state gas tax by 7¢ per gallon starting in July 2015. The increase began impacting HDA payments to cities and highway districts in FY2016 and is intended to provide for better maintenance of Idaho streets and highways. The increase is reflected in Tables 21 through 26.

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

Fiscal Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2013	\$0	\$87,326,318	\$89,607,676	(\$2,281,358)	\$0	\$0	\$0
2014	\$0	\$84,483,464	\$82,279,759	\$2,203,705	\$2,203,705	\$2,203,705	\$0
2015	\$2,203,705	\$94,153,479	\$95,104,871	(\$951,382)	\$1,252,313	\$0	\$1,252,313
2016	\$1,252,313	\$105,197,558	\$90,099,462	\$15,098,096	\$16,350,409	\$16,350,409	\$0
2017	\$16,350,410	\$110,148,015	\$98,169,591	\$11,978,424	\$28,328,834	\$28,328,834	\$0

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

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

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

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

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

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

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

City mayors, city councils, and the highway district commissioners in Canyon County sponsor projects programmed in this document. The required local shares of these projects are covered as part of the cities' annual budgets. All of these sponsors are on good financial standing and are committed to providing the required local match. Several agencies obligate all or part of their closing fund balance for future projects or operations expenses. Tables 23 through 26 provide historical and projected financial statistics for the urban and rural portions¹⁶ of Canyon County as a summary. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 23: Nampa Urbanized Area Cities and Highway Districts Budget History, FY2013-2017

Fiscal Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2013	\$8,126,619	\$26,915,087	\$28,756,986	(\$1,841,899)	\$6,290,723	\$3,977,418	\$2,313,308
2014	\$6,631,522	\$29,354,148	\$29,842,070	(\$487,922)	\$6,118,364	\$4,397,863	\$735,303
2015	\$15,066,018	\$32,853,529	\$29,217,812	\$3,635,717	\$18,645,779	\$7,627,626	\$400,000
2016	\$17,947,520	\$39,510,297	\$35,398,077	\$4,112,220	\$22,071,254	\$8,216,343	\$377,723
2017	\$22,043,733	\$38,767,308	\$34,652,318	\$4,114,990	\$25,619,509	\$11,138,340	\$2,522,305

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

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

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

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

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

Fiscal Year	Beginning Balance	Total Income	Disbursements	Receipts over Disbursements	Closing Fund Balance	Obligated for Projects – Highway User Revenue	Retained for Operations – Highway User Revenue
2013	\$2,022,640	\$4,131,295	\$4,575,206	(\$443,911)	\$1,580,258	\$801,586	\$629,874
2014	\$1,503,337	\$3,940,760	\$4,055,510	(\$114,749)	\$1,848,001	\$973,003	\$813,336
2015	\$1,938,855	\$4,346,462	\$4,381,480	(\$20,501)	\$2,294,674	\$1,748,468	\$546,206
2016	\$2,282,598	\$4,729,726	\$4,413,620	\$316,106	\$2,599,195	\$1,995,840	\$603,295
2017	\$2,573,195	\$5,076,564	\$4,701,581	\$374,983	\$2,948,320	\$2,199,736	\$748,584

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

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

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

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

ACHD Commuteride

ACHD Commuteride is a component of the ACHD operation. The agency’s financial capability is discussed above.

Financial Status of VRT Projects

VRT, the regional transit authority, is the main recipient of the FTA funds in the Treasure Valley, specifically under the Section 5307 (large and small urban areas) and 5339 programs (large urban area). Local governments in the Treasure Valley are committed to supporting VRT and its transit system improvement programs. The City of Boise provides the greatest share of local government funding for VRT. Tables 27 and 28 provide historical and projected financial statistics for VRT.

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

Fiscal Year	Beginning Net Position	Total Revenues	Total Expenses	Ending Net Position
2013	\$17,385,796	\$14,156,747	\$12,481,144	\$19,061,399
2014	\$19,061,399	\$18,513,847	\$13,497,568	\$24,077,678
2015	\$23,466,249*	\$21,464,792	\$14,860,961	\$30,070,080
2016	\$30,070,080	\$20,474,206	\$17,368,105	\$33,176,181
2017	\$33,176,181	\$19,155,929	\$18,609,591	\$33,722,519

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

Source: Valley Regional Transit Financial Statements FY2013-2017.

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

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

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

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

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

General Statement of Financial Constraint

The projects programmed in this document can reasonably be funded through anticipated funding sources. Table 29 demonstrates available funding versus programmed funding for all funding sources available in the COMPASS area. Projection of local revenues is based on assumptions of continued development and economic activities in the area. In light of these facts, it is concluded that the sponsoring agencies listed in this document are capable of providing the required local match and that the document meets the requirement of financial constraint.

Table 29: COMPASS Region Available vs. Programmed Funding

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

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

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

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

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

Gray Highlight = programs managed by COMPASS or VRT.

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

Local agencies may over-program local federal allocations. As savings are realized in the programs, these balances will be reduced to 100% of the allocation or less. Additional balancing worksheets are available for local programs for more detailed information.

IX. PROGRAM FUNDING ALLOCATIONS

The TIP is required to provide a breakdown of federal and regionally significant projects into roadway and alternative solutions. This information is provided in Table 30.

Many projects are complex, containing various transportation elements. The following assumptions were made when developing these data:

- Roadway projects that do not include some aspect of transit, sidewalks, bicycle lanes, and/or air quality improvements are shown as 100% roadway solutions.
- Projects dedicated to transit, pathway, bicycle lanes, or sidewalk improvements are shown as 100% alternative solutions.
- Roadway projects that also have some aspect of transit, pathway, bicycle lanes, and/or sidewalks are shown as 75% roadway and 25% alternative solutions.
- Projects that affect air quality, such as intelligent transportation system (ITS) projects, are shown as 50% road and 50% air quality.
- Other projects that cannot be classified into one of the above categories, such as planning and safe routes to school coordination, are included as other – non-classified.

Table 30: Share of Project Costs Allocated to Alternative Modes of Transportation (Shown in year of expenditure – inflated) (Funds shown in \$1,000) (Match and local funds included)

Year	Total Programmed Funds	Amount Allocated to Roadway Solutions	Amount Allocated to Alternative Solutions	Amount Allocated to Air Quality	Amount Allocated to Other	Percent to Roadways	Percent to Alternative Solutions	Percent to Air Quality	Percent to Other
2019	\$290,157	\$221,126	\$20,807	\$774	\$9,158	76.21	7.17	0.27	3.16
2020	\$158,152	\$135,280	\$19,707	\$856	\$2,309	85.54	12.46	0.54	1.46
2021	\$89,505	\$69,575	\$16,237	-	\$2,695	77.73	18.14	0	3.01
2022	\$57,471	\$44,711	\$10,817	-	\$1,942	77.8	18.82	0	3.38
2023	\$60,658	\$45,032	\$13,736	-	\$1,891	74.24	22.64	0	3.12
PD	\$77,453	\$58,311	\$17,589	\$602	\$951	75.29	22.71	0.78	1.23
Total	\$733,396	\$574,035	\$98,893	\$2,232	\$18,946	78.27%	13.48%	0.30%	2.58%

Table created on 8/8/18.

APPENDIX A:
LIST OF PROJECTS

All projects contained in the TIP are sorted alphabetically by the project name using a 2% inflation factor for construction projects (projects are noted if inflation is used).

FY2019-2023 Regional Transportation Improvement Program

Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars



10th Avenue Bridge, Caldwell

Key #: 13055

Inflated

COMPASS PM:

Transportation Infrastructure
Land Use
Community Infrastructure

Federal PM:



Requesting Agency: City of Caldwell

Project Year: 2019

Total Previous Expenditures: \$546

Total Programmed Cost: \$2,413

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

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



Funding Source		STP-U	Program					Local Hwy - Bridge		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	528	1,885	2,413	2,236	177		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$528	\$1,885	\$2,413	\$2,236	\$177		

10th Avenue ITS and Overlay, Caldwell

Key #: 13905

Inflated

COMPASS PM:

Maintenance
Freight Movement and Economic Vitality
Environmental Sustainability
Land Use

Federal PM:

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Expenditures: \$199

Total Programmed Cost: \$1,205

Total Cost (Prev. + Prog.): \$1,404

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



Funding Source		STP-U	Program					Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	154	1,051	1,205	1,117	88		
Fund Totals:	\$0	\$0	\$0	\$0	\$154	\$1,051	\$1,205	\$1,117	\$88		

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

3rd Avenue and West Industrial Road Improvements, Nampa

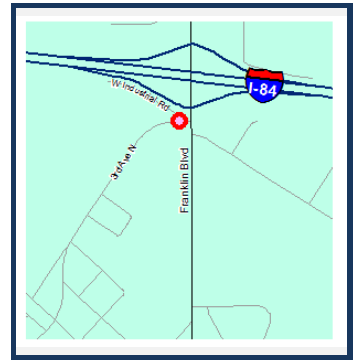
Key # : ORN22103

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,671

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

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

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

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

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

Key #: 20841

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Eagle

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,145

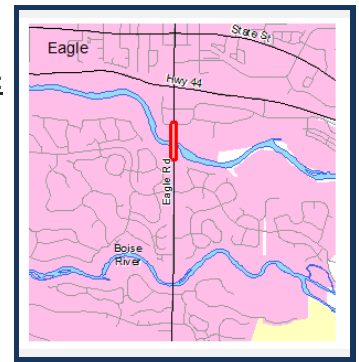
Total Cost (Prev. + Prog.): \$1,145

Community Infrastructure

Health

Open Space

Transportation Safety



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

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	12	0	0	0	12	11	1
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	30	30	28	2
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$12	\$0	\$0	\$30	\$42	\$39	\$3

Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	3	0	0	0	3	0	3
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	969	969	0	969
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$3	\$0	\$0	\$969	\$972	\$0	\$972

Funding Source STP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	59	0	0	0	59	55	4
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	72	72	67	5
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$59	\$0	\$0	\$72	\$131	\$121	\$10

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

Bicycle Parking, Covered Bicycle Facility, Boise State

Key #: ORN21913

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Boise State University

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$30

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

Project Description : Construct one covered bicycle parking facility on the Boise State University campus. The covered parking shelters will provide shelter from the sun, rain, and snow.



Funding Source		TAP-TMA						Program		Hwy - Transportation Enhancements		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	1	0	0	0	3	26	30	28	2				
2020	0	0	0	0	0	0	0	0	0				
2021	0	0	0	0	0	0	0	0	0				
2022	0	0	0	0	0	0	0	0	0				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$1	\$0	\$0	\$0	\$3	\$26	\$30	\$28	\$2				

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

Key #: 19783

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

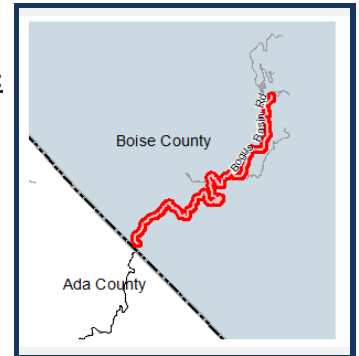
Project Year: 2019

Total Previous Expenditures: \$5,378

Total Programmed Cost: \$364

Total Cost (Prev. + Prog.): \$5,742

Project Description : Complete safety improvements and pavement rehabilitation on Bogus Basin Road in Boise County from milepost 9 to Bogus Basin Mountain Recreation area (milepost 16.2) and add a trailhead. ACHD has an agreement with Boise County to maintain this segment of roadway due to limited access. This is a Federal Land Access Program (FLAP) project managed by Western Federal Lands.



Funding Source		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				
2019	39	0	0	0	0	325	364	337	27				
2020	0	0	0	0	0	0	0	0	0				
2021	0	0	0	0	0	0	0	0	0				
2022	0	0	0	0	0	0	0	0	0				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$39	\$0	\$0	\$0	\$0	\$325	\$364	\$337	\$27				

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

Capital Maintenance, Local, Boise Area - FY2020

Key #: 19847

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$62

Total Programmed Cost: \$306

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

Project Description : Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Construction	Federal Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	306	306	0	306
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$306	\$306	\$0	\$306

Capital Maintenance, Local, Boise Area - FY2021

Key #: 20159

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$361

Total Cost (Prev. + Prog.): \$361

Project Description : Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Construction	Federal Share
2019	5	50	0	0	0	0	55	0	55
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	306	306	0	306
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$50	\$0	\$0	\$0	\$306	\$361	\$0	\$361

Capital Maintenance, Local, Boise Area - FY2022

Key #: 20006

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$362

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

Project Description : Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Construction	Federal Share
2019	0	0	0	0	0	0	0	0	0
2020	5	51	0	0	0	0	56	0	56
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	306	306	0	306
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$51	\$0	\$0	\$0	\$306	\$362	\$0	\$362

Capital Maintenance, Local, Boise Area - FY2023

Key #: 20080

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$362

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

Project Description : Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Construction	Federal Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	5	51	0	0	0	0	56	0	56
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	306	306	0	306
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$51	\$0	\$0	\$0	\$306	\$362	\$0	\$362

Capital Maintenance, Local, Boise Area - FY2024

Key #: 20683

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$362

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

Project Description : Support the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Construction	Federal Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	5	51	0	0	0	0	56	0	56
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	306	306	0	306
Fund Totals:	\$5	\$51	\$0	\$0	\$0	\$306	\$362	\$0	\$362

Capital Maintenance, Local, Boise Area - FY2025

Key #: ORN21902

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$355

Total Cost (Prev. + Prog.): \$355

Project Description : Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area by developing maintenance projects to federal standards using local funds. This project could convert to federal-aid if funds become available.



Funding Source	Local Participating		Program Hwy - Local Partnerships				Total	Local Match 100.00%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Construction	Federal Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	5	50	0	0	0	0	55	0	55
PD	0	0	0	0	0	300	300	0	300
Fund Totals:	\$5	\$50	\$0	\$0	\$0	\$300	\$355	\$0	\$355

Capital Maintenance, Phase 1, Boise Area - FY2019

Key # : 13903

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$503

Total Programmed Cost: \$5,038

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	657	4,381	5,038	4,668	370		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$657	\$4,381	\$5,038	\$4,668	\$370		

Capital Maintenance, Phase 1, Boise Area - FY2020

Key # : 18728

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$527

Total Programmed Cost: \$5,383

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	702	4,681	5,383	4,988	395		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$702	\$4,681	\$5,383	\$4,988	\$395		

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

Capital Maintenance, Phase 1, Boise Area - FY2021

Key #: 18701

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,541

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	20	474	0	0	0	0	494	458	36		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	658	4,389	5,047	4,677	370		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$20	\$474	\$0	\$0	\$658	\$4,389	\$5,541	\$5,134	\$407		

Capital Maintenance, Phase 1, Boise Area - FY2022

Key #: 19465

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,992

Total Cost (Prev. + Prog.): \$5,992

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	20	522	0	0	0	0	542	502	40		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	711	4,739	5,450	5,050	400		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$20	\$522	\$0	\$0	\$711	\$4,739	\$5,992	\$5,552	\$440		

Capital Maintenance, Phase 1, Boise Area - FY2023

Key #: 20259

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,807

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	20	508	0	0	0	0	528	489	39		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	689	4,590	5,279	4,892	387		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$20	\$508	\$0	\$0	\$689	\$4,590	\$5,807	\$5,381	\$426		

Capital Maintenance, Phase 1, Boise Area - FY2024

Key #: 20674

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,530

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	20	482	0	0	0	0	502	465	37		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	656	4,372	5,028	4,659	369		
Fund Totals:	\$20	\$482	\$0	\$0	\$656	\$4,372	\$5,530	\$5,124	\$406		

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

Capital Maintenance, Phase 1, Boise Area - FY2025

Key #: ORN21896

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,657

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	20	493	0	0	0	0	513	475	38		
PD	0	0	0	0	671	4,473	5,144	4,766	378		
Fund Totals:	\$20	\$493	\$0	\$0	\$671	\$4,473	\$5,657	\$5,242	\$415		

Capital Maintenance, Phase 2, Boise Area - FY2019

Key #: 20003

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$227

Total Programmed Cost: \$2,156

Total Cost (Prev. + Prog.): \$2,383

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	323	1,833	2,156	1,998	158		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$323	\$1,833	\$2,156	\$1,998	\$158		

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

Capital Maintenance, Phase 2, Boise Area - FY2020

Key #: 19887

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$245

Total Programmed Cost: \$2,307

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	301	2,006	2,307	2,138	169		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$301	\$2,006	\$2,307	\$2,138	\$169		

Capital Maintenance, Phase 2, Boise Area - FY2021

Key #: 20129

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,377

Total Cost (Prev. + Prog.): \$2,377

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	9	204	0	0	0	0	213	197	16		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	282	1,882	2,164	2,005	159		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$9	\$204	\$0	\$0	\$282	\$1,882	\$2,377	\$2,203	\$174		

Capital Maintenance, Phase 2, Boise Area - FY2022

Key #: 20122

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,559

Total Cost (Prev. + Prog.): \$2,559

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	9	223	0	0	0	0	232	215	17		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	303	2,024	2,327	2,156	171		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$9	\$223	\$0	\$0	\$303	\$2,024	\$2,559	\$2,371	\$188		

Capital Maintenance, Phase 2, Boise Area - FY2023

Key #: 19993

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,489

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	9	217	0	0	0	0	226	209	17		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	295	1,968	2,263	2,097	166		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$9	\$217	\$0	\$0	\$295	\$1,968	\$2,489	\$2,306	\$183		

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

Capital Maintenance, Phase 2, Boise Area - FY2024

Key #: 20538

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,370

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	20	195	0	0	0	0	215	199	16		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	281	1,874	2,155	1,997	158		
Fund Totals:	\$20	\$195	\$0	\$0	\$281	\$1,874	\$2,370	\$2,196	\$174		

Capital Maintenance, Phase 2, Boise Area - FY2025

Key #: ORN21898

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,426

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	20	201	0	0	0	0	221	205	16		
PD	0	0	0	0	288	1,917	2,205	2,043	162		
Fund Totals:	\$20	\$201	\$0	\$0	\$288	\$1,917	\$2,426	\$2,248	\$178		

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

Capital Maintenance, Phase 3, Boise Area - FY2019

Key # : 20091

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$50

Total Programmed Cost: \$300

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	39	261	300	278	22		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$39	\$261	\$300	\$278	\$22		

Capital Maintenance, VRT, Boise Area - FY2019

Key # : 18847

Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,177

Total Cost (Prev. + Prog.): \$1,177

Project Description : Replace public transportation bus or facility in FY2019 in the Boise Urbanized Area.



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	1,177	1,177	1,091	86		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,177	\$1,177	\$1,091	\$86		

Capital Maintenance, VRT, Boise Area - FY2020

Key #: 19057

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,572

Total Cost (Prev. + Prog.): \$1,572

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	1,572	1,572	1,457	115		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,572	\$1,572	\$1,457	\$115		

Capital Maintenance, VRT, Boise Area - FY2021

Key #: 18905

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,540

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	1,540	1,540	1,427	113		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,540	\$1,540	\$1,427	\$113		

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

Capital Maintenance, VRT, Boise Area - FY2022

Key #: 19763

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,508

Total Cost (Prev. + Prog.): \$1,508

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	1,508	1,508	1,397	111		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,508	\$1,508	\$1,397	\$111		

Capital Maintenance, VRT, Boise Area - FY2023

Key #: 19950

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,478

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	1,478	1,478	1,370	108		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,478	\$1,478	\$1,370	\$108		

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

Capital Maintenance, VRT, Boise Area - FY2025

Key #: **ORN21903**

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,448

Total Cost (Prev. + Prog.): \$1,448

Project Description : Replace public transportation bus or facility in FY2025 in the Boise Urbanized Area.



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	1,448	1,448	1,342	106		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,448	\$1,448	\$1,342	\$106		

Capital Maintenance, VRT, Nampa Area - FY2020

Key #: **13906**

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$162

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

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



Funding Source		STP-U		Program				Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	162	162	150	12		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$162	\$162	\$150	\$12		

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

Centennial Way Roundabout, Caldwell

Key #: 13484

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: City of Caldwell

Project Year: 2023

Total Previous Expenditures: \$422

Total Programmed Cost: \$2,840

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

Project Description : Replace a six-legged intersection at SH-19 (Simpplot Boulevard) and I-84B (Centennial Way, Cleveland Boulevard and Blaine Street) with a roundabout intersection in the City of Caldwell.

Funding Source STP-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	41	0	0	0	41	38	3
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	365	2,434	2,799	2,594	205
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$41	\$0	\$365	\$2,434	\$2,840	\$2,632	\$208

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

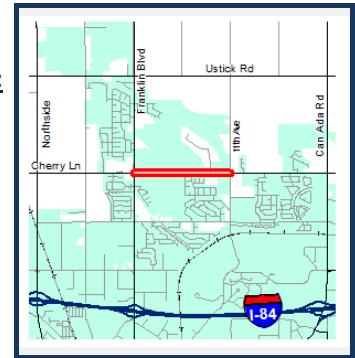
Key #: ORN22017

Inflated

COMPASS PM:

Maintenance
 Farmland

Federal PM:



Requesting Agency: City of Nampa

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,352

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

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

Funding Source STP-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	26	178	0	0	0	0	204	189	15
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	314	834	1,148	1,064	84
Fund Totals:	\$26	\$178	\$0	\$0	\$314	\$834	\$1,352	\$1,253	\$99

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

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

Key #: 20842

Inflated

COMPASS PM:

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

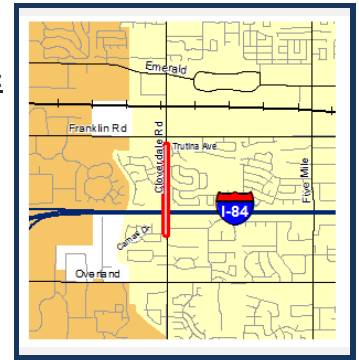
Federal PM:



Requesting Agency: ACHD
 Project Year: 2019 ITD

Total Previous Expenditures: \$0
 Total Programmed Cost: \$15,056
 Total Cost (Prev. + Prog.): \$15,056

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



Funding Source		Non-Participating (Local)			Program Hwy - Local Partnerships			Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	457	241	200	271	5,487	6,656	0	6,656
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$457	\$241	\$200	\$271	\$5,487	\$6,656	\$0	\$6,656

Funding Source		Bridge Restoration			Program State Hwy - Strategic Initiatives			Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	400	100	0	0	0	7,900	8,400	0	8,400
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$400	\$100	\$0	\$0	\$0	\$7,900	\$8,400	\$0	\$8,400

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

Cole Road, I-84 to Franklin Road, Boise

Key #: IN203-14

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$1,721

Total Programmed Cost: \$8,357

Total Cost (Prev. + Prog.): \$10,078

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



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	600	70	7,687	8,357	0	8,357
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$600	\$70	\$7,687	\$8,357	\$0	\$8,357

Cole Road, McGlochin Street to Victory Road, Boise

Key #: IN205-97

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

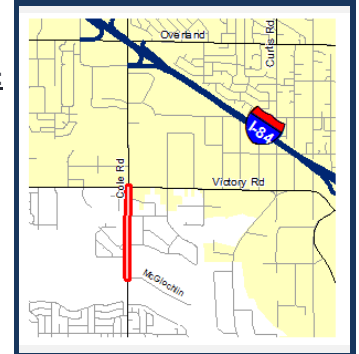
Project Year: 2020

Total Previous Expenditures: \$818

Total Programmed Cost: \$6,704

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

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



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	1,365	0	0	0	1,365	0	1,365
2020	0	0	0	114	64	5,161	5,339	0	5,339
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$1,365	\$114	\$64	\$5,161	\$6,704	\$0	\$6,704

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

Colorado and Holly, Signal and Pedestrian Improvements, Nampa

Key #: 13486

Inflated

COMPASS PM:

Transportation Safety
 Congestion Reduction/System Reliability
 Environmental Sustainability
 Health

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Expenditures: \$174

Total Programmed Cost: \$1,133

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

Project Description : Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in the City of Nampa.

Funding Source		STP-U		Program				Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	140	932	1,072	993	79		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$140	\$932	\$1,072	\$993	\$79		

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	61	0	0	61	0	61		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$61	\$0	\$0	\$61	\$0	\$61		

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

Commuteride, ACHD

Key #: CPA3

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2019-PD

Total Previous Expenditures: \$275

Total Programmed Cost: \$1,650

Total Cost (Prev. + Prog.): \$1,925

Project Description : Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas. These projects tie to ITD key numbers 13904, 18821, 19521, 20260, 20729, 15914, and ORN22015.

ACHD	COMMUTERIDE

Funding Source		STP-U	Program					Local Hwy - Urban	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	55	55	55	0	
2020	0	0	0	0	0	55	55	55	0	
2021	0	0	0	0	0	55	55	55	0	
2022	0	0	0	0	0	55	55	55	0	
2023	0	0	0	0	0	55	55	55	0	
PD	0	0	0	0	0	55	55	55	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$330	\$330	\$330	\$0	

Funding Source		STP-TMA	Program					Local Hwy - Transportation Management	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	220	220	220	0	
2020	0	0	0	0	0	220	220	220	0	
2021	0	0	0	0	0	220	220	220	0	
2022	0	0	0	0	0	220	220	220	0	
2023	0	0	0	0	0	220	220	220	0	
PD	0	0	0	0	0	220	220	220	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,320	\$1,320	\$1,320	\$0	

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

Commuteride, Van Replacements, Boise Area - FY2019

Key #: 20046

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Transportation Infrastructure



Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$331

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	331	331	307	24		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$331	\$331	\$307	\$24		

Commuteride, Van Replacements, Boise Area - FY2024

Key #: 20659

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Transportation Infrastructure



Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,448

Total Cost (Prev. + Prog.): \$1,448

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	1,448	1,448	1,342	106		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,448	\$1,448	\$1,342	\$106		

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

Commuteride, Van Replacements, Canyon County - FY2019-2021

Key #: 20136a

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: ACHD

Project Year: 2019-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,062

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

Project Description : Replace Commuteride vans in the Nampa Urbanized Area and routes serving rural Gem and Elmore Counties (service to and from Ada County) using funds for bus and bus facilities. Additional details about this program are included in ITD's programming documents.

Funding Source			FTA 5339 SU					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	290	290	232	58				
2020	0	0	0	0	0	290	290	232	58				
2021	0	0	0	0	0	290	290	232	58				
2022	0	0	0	0	0	0	0	0	0				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$870	\$870	\$696	\$174				

Funding Source			FTA 5339 R					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	192	192	154	38				
2020	0	0	0	0	0	0	0	0	0				
2021	0	0	0	0	0	0	0	0	0				
2022	0	0	0	0	0	0	0	0	0				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$192	\$192	\$154	\$38				

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

Cost Increase Set-Aside

Key #: 15001

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

Project Year: 2019-2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$182

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

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



Funding Source STP-TMA		Program Local Hwy - Transportation Management						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	41	41	38	3
2020	0	0	0	0	0	133	133	123	10
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	8	8	7	1
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$182	\$182	\$169	\$13

Eagle Road, Amity Road to Victory Road, Meridian

Key #: RD207-33

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

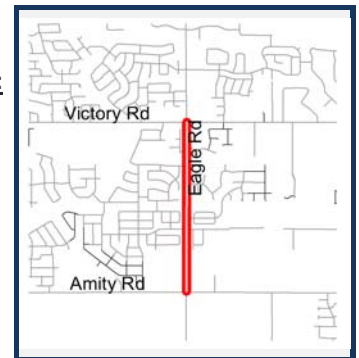
Project Year: 2020

Total Previous Expenditures: \$50

Total Programmed Cost: \$4,548

Total Cost (Prev. + Prog.): \$4,598

Project Description : Widen Eagle Road from Amity Road to Victory Road in the City of Meridian to five lanes with curb-gutter, sidewalk, and bike lanes to relieve traffic congestion and improve safety. Road segment includes a bridge structure, which may be replaced or widened ahead of the road project.



Funding Source Local (Regionally Significant)		Program Hwy - Local Partnerships						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	330	0	0	0	330	0	330
2020	0	0	0	0	44	4,174	4,218	0	4,218
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$330	\$0	\$44	\$4,174	\$4,548	\$0	\$4,548

Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa

Key #: ORN22102

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
Transportation Safety
Community Infrastructure

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,615

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

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

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

Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa

Key #: ORN21999

Inflated

COMPASS PM:

Transportation Safety
Health
Environmental Sustainability
Community Infrastructure

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,121

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

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

Funding Source		HSIP (Local)		Program			Local Hwy - HSIP		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	19	123	0	0	0	0	142	132	10	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	165	814	979	907	72	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$19	\$123	\$0	\$0	\$165	\$814	\$1,121	\$1,039	\$82	

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

Highway 30, Goodson Road to Oasis Road, Canyon County

Key #: 19951

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Canyon Highway District

Maintenance



Project Year: PD

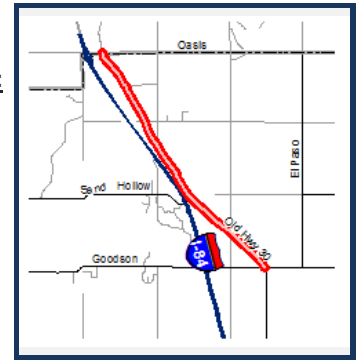
Farmland

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,475

Total Cost (Prev. + Prog.): \$2,475

Project Description : Rehabilitate Old Highway 30 from the vicinity of Goodson Road to Oasis Road, located north of the City of Caldwell in Canyon County, with a cement recycled asphalt base to improve the road condition.



Funding Source		STP-R		Program				Local Hwy - Rural		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	81	243	0	0	0	0	324	300	24		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	496	1,655	2,151	1,993	158		
Fund Totals:	\$81	\$243	\$0	\$0	\$496	\$1,655	\$2,475	\$2,293	\$182		

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

Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa

Key #: NEW

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$409

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

Transportation Safety

Land Use

Health

Congestion Reduction/System Reliability



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

Funding Source STP-U			Program Local Hwy - Urban				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	10	44	0	0	0	0	54	50	4
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	42	275	317	294	23
Fund Totals:	\$10	\$44	\$0	\$0	\$42	\$275	\$371	\$344	\$27

Funding Source Local Participating			Program Hwy - Local Partnerships				Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	38	0	0	0	0	38	0	38
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$38	\$0	\$0	\$0	\$0	\$38	\$0	\$38

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

I-84, Blacks Creek Road Interchange, Ada County

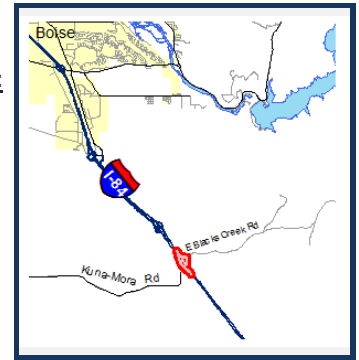
Key #: 19874

Inflated

COMPASS PM:

Transportation Infrastructure
Freight Movement and Economic Vitality
Farmland

Federal PM:



Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$1,000

Total Programmed Cost: \$11,546

Total Cost (Prev. + Prog.): \$12,546

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

Funding Source		Program State Hwy - Bridge Restoration						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	102	0	0	0	0	0	102	94	8
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	1,040	10,404	11,444	10,559	885
Fund Totals:	\$102	\$0	\$0	\$0	\$1,040	\$10,404	\$11,546	\$10,653	\$893

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

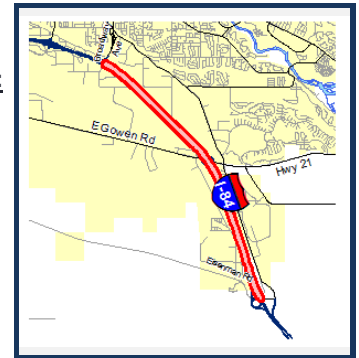
Key #: 20738

Inflated

COMPASS PM:

Maintenance
Farmland

Federal PM:



Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$10

Total Programmed Cost: \$1,821

Total Cost (Prev. + Prog.): \$1,831

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

Funding Source		Program State Hwy - Pavement Preservation						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	104	1,717	1,821	1,680	141
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$104	\$1,717	\$1,821	\$1,680	\$141

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

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

Key #: 20203

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Maintenance

Project Year: 2020

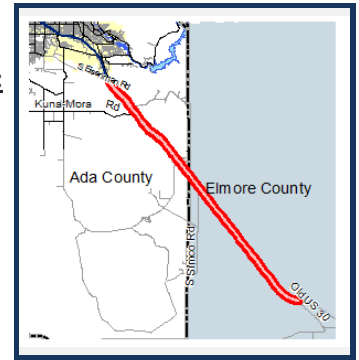
Farmland

Total Previous Expenditures: \$1

Total Programmed Cost: \$2,210

Total Cost (Prev. + Prog.): \$2,211

Project Description : Seal coat the pavement surface on I-84 between the Eisenman Interchange (milepost 60) in Ada County to the Mountain Home Interchange (milepost 90) in Elmore County to improve ride quality and extend the life of the pavement. (55% Ada County and 45% Elmore County)



Funding Source IM		Program State Hwy - Pavement Preservation						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	25	0	0	0	0	0	25	23	2
2020	0	0	0	0	104	2,081	2,185	2,016	169
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$25	\$0	\$0	\$0	\$104	\$2,081	\$2,210	\$2,039	\$171

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

Key #: 19696

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Maintenance

Project Year: PD

Total Previous Expenditures: \$515

Total Programmed Cost: \$3,277

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

Project Description : Restore roadway surface roughness by diamond grinding the concrete travel lanes of the driving surface and address rutting on I-84 from Farmers Sebree Canal (milepost 26.3) just south of the Parma exit to the Franklin Interchange in the City of Caldwell (milepost 28.3). Other improvements include partial concrete slab replacement and joint repair.



Funding Source IM		Program State Hwy - Pavement Preservation						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	156	3,121	3,277	3,024	253
Fund Totals:	\$0	\$0	\$0	\$0	\$156	\$3,121	\$3,277	\$3,024	\$253

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

I-84, Franklin Boulevard to Northside Boulevard, Nampa

Key #: 20798

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: 2019-2021

Total Previous Expenditures: \$11,993

Total Programmed Cost: \$75,933

Total Cost (Prev. + Prog.): \$87,926

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

Funding Source		IM	Program					State Hwy - Restoration			Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	14,000	14,000	12,972	1,028			
2020	0	0	0	0	0	4,500	4,500	4,170	330			
2021	0	0	0	0	0	7,500	7,500	6,950	551			
2022	0	0	0	0	0	0	0	0	0			
2023	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$26,000	\$26,000	\$24,092	\$1,908			

Funding Source		Capacity	Program					State Expansion and Congestion Mitigat			Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	22,200	22,200	0	22,200			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
2022	0	0	0	0	0	0	0	0	0			
2023	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$22,200	\$22,200	\$0	\$22,200			

Funding Source		State	Program					State Hwy - Mobility			Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	6,215	6,215	0	6,215			
2020	0	0	0	0	0	10,415	10,415	0	10,415			
2021	0	0	0	0	0	0	0	0	0			
2022	0	0	0	0	0	0	0	0	0			
2023	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$16,630	\$16,630	\$0	\$16,630			

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

Funding Source		State Program Hwy GARVEE - 2017 Legislative Authoriz						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	11,103	11,103	0	11,103
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$11,103	\$11,103	\$0	\$11,103

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

Key #: 20212

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

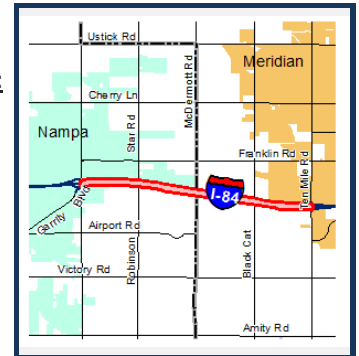
Project Year: 2021

Total Previous Expenditures: \$51

Total Programmed Cost: \$4,906

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

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



Funding Source		IM Program State Hwy - Pavement Preservation						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	100	0	0	0	0	0	100	92	8
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	228	4,578	4,806	4,434	372
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$100	\$0	\$0	\$0	\$228	\$4,578	\$4,906	\$4,527	\$379

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

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

Key #: 20351

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: 2019-2021

Total Previous Expenditures: \$5,300

Total Programmed Cost: \$186,902

Total Cost (Prev. + Prog.): \$192,202

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

Funding Source State		Program State Hwy - Restoration					Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	3,000	0	0	0	0	3,000	0	3,000
2020	0	510	0	0	0	0	510	0	510
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$3,510	\$0	\$0	\$0	\$0	\$3,510	\$0	\$3,510

Funding Source State		Program Hwy GARVEE - 2017 Legislative Authoriz					Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	7,600	1,500	1,000	0	0	10,100	0	10,100
2020	0	0	2,754	0	6,936	76,500	86,190	0	86,190
2021	0	0	0	0	6,831	80,271	87,102	0	87,102
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$7,600	\$4,254	\$1,000	\$13,767	\$156,771	\$183,392	\$0	\$183,392

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

I-84, Middleton Road and Ustick Road Overpasses

Key #: 22154

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$15,500

Total Cost (Prev. + Prog.): \$15,500

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

Funding Source		State		Program				State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	100	1,200	0	0	0	0	1,300	0	1,300		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$100	\$1,200	\$0	\$0	\$0	\$0	\$1,300	\$0	\$1,300		

Funding Source		State		Program				Hwy GARVEE - 2017 Legislative Authoriz		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	1,200	13,000	14,200	0	14,200		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$1,200	\$13,000	\$14,200	\$0	\$14,200		

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

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

Key #: 20799

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$37,400

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

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

Funding Source		State		Program			Hwy GARVEE - 2017 Legislative Authoriz		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	3,400	34,000	37,400	0	37,400	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$3,400	\$34,000	\$37,400	\$0	\$37,400	

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

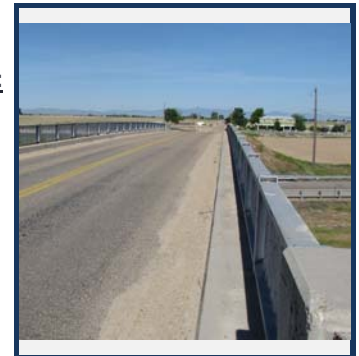
Key #: 19442

Inflated

COMPASS PM:

Transportation Infrastructure
 Farmland

Federal PM:



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$340

Total Programmed Cost: \$3,519

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

Project Description : Rehabilitate six bridges on I-84 in Ada and Canyon Counties at: Sand Hollow Road Crossing, Franklin Road, Galloway Road, Purple Sage Road, SH-44 (Middleton), and US-20 (Parma), as well as five additional bridges outside the COMPASS planning area. (55% Canyon County and 45% Payette County)

Funding Source		STP-State		Program			State Hwy - Bridge Preservation		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	459	3,060	3,519	3,261	258	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$459	\$3,060	\$3,519	\$3,261	\$258	

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

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

Key #: 20060

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Maintenance



Project Year: 2021

Farmland

Total Previous Expenditures: \$1

Total Programmed Cost: \$1,055

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

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



Funding Source		IM						Program		State Hwy - Pavement Preservation		Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	15	0	0	0	0	0	15	14	1				
2020	0	0	0	0	0	0	0	0	0				
2021	0	0	0	0	52	988	1,040	960	80				
2022	0	0	0	0	0	0	0	0	0				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$15	\$0	\$0	\$0	\$52	\$988	\$1,055	\$973	\$82				

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

Key #: ORN21848

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Maintenance



Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,192

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

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



Funding Source		NHPP						Program		State Hwy - Restoration		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	0	0	0	0	0	0	0	0				
2020	0	0	0	0	0	0	0	0	0				
2021	117	0	0	0	0	0	117	108	9				
2022	0	0	0	0	0	0	0	0	0				
2023	0	0	0	0	0	0	0	0	0				
PD	0	0	0	0	98	977	1,075	996	79				
Fund Totals:	\$117	\$0	\$0	\$0	\$98	\$977	\$1,192	\$1,105	\$87				

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

Intersection Improvements, District 3

Key # : ORN21863

Inflated

COMPASS PM:

Transportation Safety
 Congestion Reduction/System Reliability
 Environmental Sustainability

Federal PM:



Requesting Agency: ITD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$520

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

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

Funding Source		State					Program		Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	100.00%		
2019	0	0	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	520	520	0	520	0	520	
PD	0	0	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$520	\$520	\$0	\$520	\$0	\$520	

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

ITS, Advanced Signalization, Ada County, ACHD

Key #: ORN22100

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,790

Total Cost (Prev. + Prog.): \$1,790

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

Funding Source		Freight		Program State Hwy - Freight				Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	20	120	0	0	0	0	140	130	10
2020	0	0	0	0	0	1,403	1,403	1,300	103
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$20	\$120	\$0	\$0	\$0	\$1,403	\$1,543	\$1,430	\$113

Funding Source		Local Participating		Program Hwy - Local Partnerships				Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	247	247	0	247
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$247	\$247	\$0	\$247

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

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

Key #: 18833

Inflated

COMPASS PM:

Transportation Safety
 Freight Movement and Economic Vitality
 Environmental Sustainability
 Community Infrastructure

Federal PM:



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$463

Total Programmed Cost: \$60

Total Cost (Prev. + Prog.): \$523

Project Description : Install upgraded signal controllers and radar detection at signalized intersections along the SH-55 (Eagle Road) corridor in Ada County that ties into ACHD's Signal Performance Measure software. The Signal Performance Measure software provides a visual display of traffic data to aid engineers in signal timing and coordination and assist technicians with better responsiveness for maintenance of field hardware. This project is associated with KN 20782 and will count toward the local match. (Federal = \$0)

Funding Source		STP-State	Program					State Hwy - Safety & Capacity (Safety)	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	60	60	0	60	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$60	\$60	\$0	\$60	

ITS, Smart Arterial Management, Ada County

Key #: 20782

Inflated

COMPASS PM:

Transportation Safety
 Freight Movement and Economic Vitality
 Environmental Sustainability
 Community Infrastructure

Federal PM:



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$3,491

Total Programmed Cost: \$846

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

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

Funding Source		Local Participating	Program					Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	846	846	0	846
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$846	\$846	\$0	\$846

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

Linder Road and Deer Flat Road Intersection, Kuna

Key #: 13492

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2020

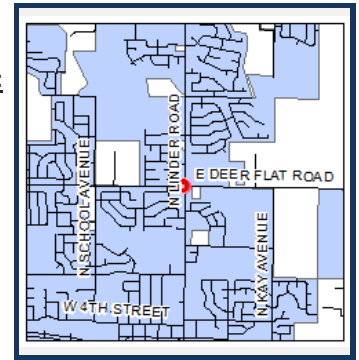
Total Previous Expenditures: \$1,160

Total Programmed Cost: \$3,407

Total Cost (Prev. + Prog.): \$4,567

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

Housing
Community Infrastructure
Transportation Safety
Health



Funding Source		STP-U	Program					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	491	2,916	3,407	3,157	250
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$491	\$2,916	\$3,407	\$3,157	\$250

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

Key #: RD202-17

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2019

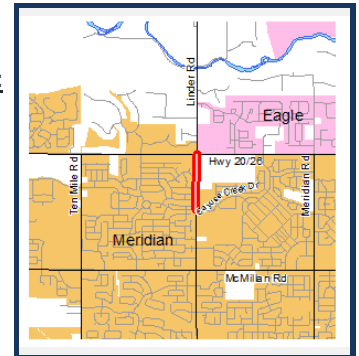
Total Previous Expenditures: \$173

Total Programmed Cost: \$480

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

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

Congestion Reduction/System Reliability
Transportation Safety
Housing
Community Infrastructure



Funding Source		Local (Regionally Significant)	Program					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	10	0	470	480	0	480
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$10	\$0	\$470	\$480	\$0	\$480

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

Linder Road, Franklin Road to Pine Avenue, Meridian

Key #: RD213-16

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

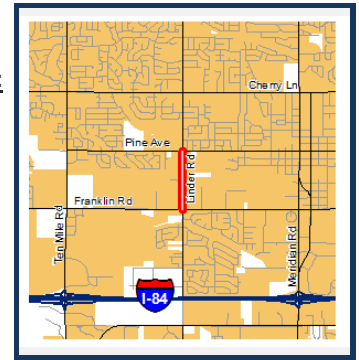
Project Year: 2020

Total Previous Expenditures: \$317

Total Programmed Cost: \$2,528

Total Cost (Prev. + Prog.): \$2,845

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



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	10	976	0	0	0	986	0	986
2020	0	0	0	0	26	1,516	1,542	0	1,542
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$10	\$976	\$0	\$26	\$1,516	\$2,528	\$0	\$2,528

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

Key #: RD209-28

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

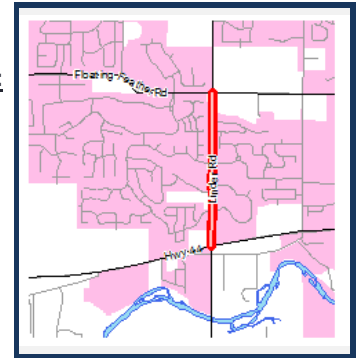
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,100

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

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



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

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

Linder Road, Ustick Road to McMillan Road, Meridian

Key #: RD202-18

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2021

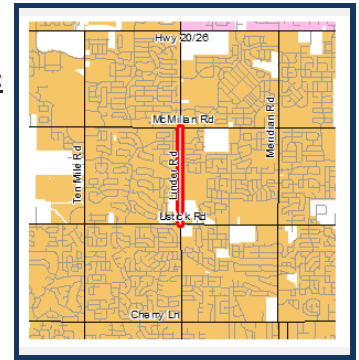
Total Previous Expenditures: \$493

Total Programmed Cost: \$3,073

Total Cost (Prev. + Prog.): \$3,566

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

Congestion Reduction/System Reliability
Housing
Transportation Safety
Community Infrastructure



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	5	0	50	0	0	55	0	55
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	47	2,971	3,018	0	3,018
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$5	\$0	\$50	\$47	\$2,971	\$3,073	\$0	\$3,073

Lone Star Road and Middleton Road, Intersection Improvements, Nampa

Key #: 20613

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Nampa

Project Year: 2020

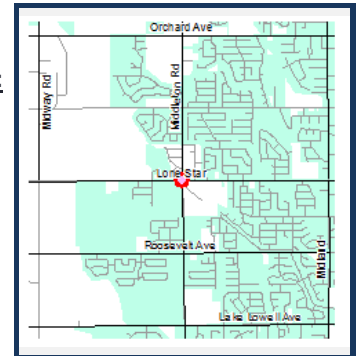
Total Previous Expenditures: \$216

Total Programmed Cost: \$1,310

Total Cost (Prev. + Prog.): \$1,526

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

Environmental Sustainability
Community Infrastructure
Transportation Safety



Funding Source HSIP (Local) Program Local Hwy - HSIP								Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	220	1,090	1,310	1,214	96
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$220	\$1,090	\$1,310	\$1,214	\$96

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

Microseals, Ada and Canyon Counties

Key #: 20536

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Maintenance

Project Year: 2022

Farmland



Total Previous Expenditures: \$75

Total Programmed Cost: \$7,803

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

Project Description : Microseal approximately 48 miles of arterial roadways in Ada and Canyon Counties to seal asphalt and preserve the road surface. Roadway segments include US 20/26 (Front/Myrtle) from 13th Street to Broadway Avenue, US 20/26 (Broadway Avenue) from Front to the south side of the Boise River Bridge and Boise River Bridge to Rossi Street, US 20/26 from east of Smeed Parkway to I-84, SH-44 (Glenwood Street) north of Riverside Drive to SH-44 (State Street), SH-44, SH-16 to Glenwood Street.

Funding Source		Program						Local Match	
NHPP		State Hwy - Pavement Preservation						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	520	7,283	7,803	7,230	573
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$520	\$7,283	\$7,803	\$7,230	\$573

Middleton Road and Cornell Street, Intersection Improvements, Middleton

Key #: 20430

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Middleton

Transportation Safety

Project Year: 2021

Environmental Sustainability

Total Previous Expenditures: \$0

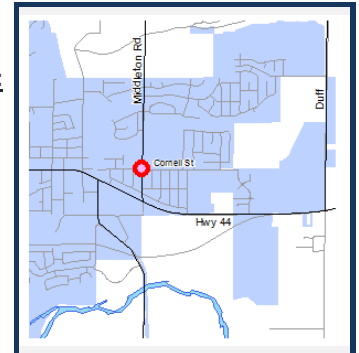
Community Infrastructure

Total Programmed Cost: \$309

Farmland

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

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



Funding Source		Program						Local Match	
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
2019	0	0	0	0	0	0	0	0	0
2020	12	41	0	0	0	0	53	49	4
2021	0	0	0	0	45	211	256	237	19
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$12	\$41	\$0	\$0	\$45	\$211	\$309	\$286	\$23

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

Middleton Road and Ustick Road, Roundabout, Caldwell

Key #: 13487

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: City of Caldwell

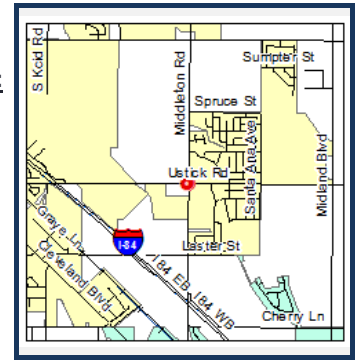
Project Year: 2021

Total Previous Expenditures: \$303

Total Programmed Cost: \$1,060

Total Cost (Prev. + Prog.): \$1,363

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		STP-U		Program				Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	330	0	0	0	330	306	24		
2021	0	0	0	11	78	641	730	676	54		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$330	\$11	\$78	\$641	\$1,060	\$982	\$78		

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

Key #: ORN22016

Inflated

COMPASS PM:

Maintenance
 Farmland

Federal PM:



Requesting Agency: Canyon Highway District

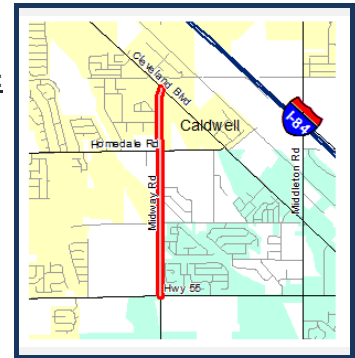
Project Year: PD City of Caldwell

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,306

Total Cost (Prev. + Prog.): \$1,306

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



Funding Source		STP-U		Program				Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	27	132	0	0	0	0	159	147	12		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	274	873	1,147	1,063	84		
Fund Totals:	\$27	\$132	\$0	\$0	\$274	\$873	\$1,306	\$1,210	\$96		

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

Old Highway 30, Plymouth Street Bridge, Caldwell

Key #: 13494

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Canyon Highway District

Transportation Infrastructure

Project Year: 2023 City of Caldwell

Open Space

Congestion Reduction/System Reliability

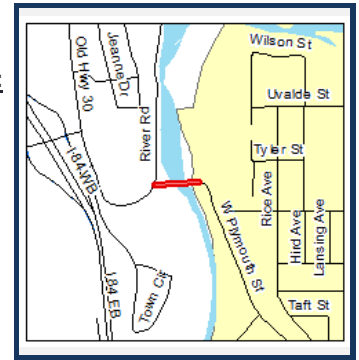
Environmental Sustainability

Total Previous Expenditures: \$2,142

Total Programmed Cost: \$8,663

Total Cost (Prev. + Prog.): \$10,805

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



Funding Source		STP-U		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	174	0	0	0	174	161	13	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	301	1,539	1,840	1,705	135	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$174	\$0	\$301	\$1,539	\$2,014	\$1,866	\$148	

Funding Source		Bridge (Local)		Program			Local Hwy - Bridge		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	152	0	0	0	152	141	11	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	847	5,650	6,497	6,020	477	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$152	\$0	\$847	\$5,650	\$6,649	\$6,161	\$488	

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

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

Key #: RD207-01

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
 Transportation Safety
 Community Infrastructure
 Environmental Sustainability

Federal PM:

Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,325

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

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



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	390	0	0	0	0	390	0	390
2020	0	0	857	0	0	0	857	0	857
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	4,078	4,078	0	4,078
Fund Totals:	\$0	\$390	\$857	\$0	\$0	\$4,078	\$5,325	\$0	\$5,325

Pathway, Fairview Avenue Greenbelt Ramp, Boise

Key #: 20639

Inflated

COMPASS PM:

Health
 Open Space
 Transportation Safety
 Community Infrastructure

Federal PM:



Requesting Agency: City of Boise

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

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

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



Funding Source TAP-TMA Program Local Hwy - Transportation Alternatives								Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	21	129	150	139	11
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$21	\$129	\$150	\$139	\$11

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

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

Key #: 19828 Inflated

COMPASS PM:

Community Infrastructure
 Congestion Reduction/System Reliability
 Open Space
 Environmental Sustainability

Federal PM:



Requesting Agency: City of Meridian

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$413

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

Project Description : Design and construct a one-mile segment of the City of Meridian's multi-use pathway extending the current pathway just south of the wastewater treatment plant to Black Cat Road. The project also includes a pedestrian bridge over Five Mile Creek.



Funding Source		TAP-TMA		Program				Local Hwy - Transportation Alternatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	7	48	0	0	0	0	55	51	4		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	54	304	358	332	26		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$7	\$48	\$0	\$0	\$54	\$304	\$413	\$383	\$30		

Pathway, Grimes Pathway, Nampa

Key #: ORN22076 Inflated

COMPASS PM:

Community Infrastructure
 Health
 Open Space

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$264

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

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



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

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

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

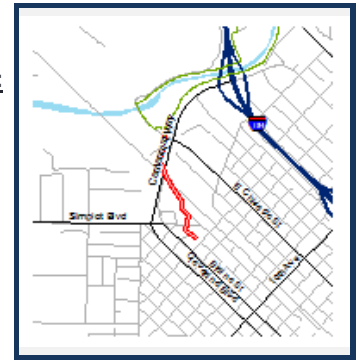
Key #: 20076

Inflated

COMPASS PM:

- Open Space
- Community Infrastructure
- Health
- Environmental Sustainability

Federal PM:



Requesting Agency: City of Caldwell
 Project Year: 2019
 Total Previous Expenditures: \$144
 Total Programmed Cost: \$560
 Total Cost (Prev. + Prog.): \$704

Project Description : Construct a nearly half-mile long section of 10-foot wide multi-use asphalt and concrete pathway along Indian Creek from Denso Gardens at the intersection of 4th Avenue to the greenbelt in the City of Caldwell. The project includes two pedestrian bridges over Indian Creek and a crosswalk over Simplot Boulevard. Additionally, lighting will be added along the entire pathway system. The City will use Community Development Block Grant (CDBG) funds as part of their local match.

Funding Source		Local Participating		Program Hwy - Local Partnerships				Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	149	149	0	149
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$149	\$149	\$0	\$149

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

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

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

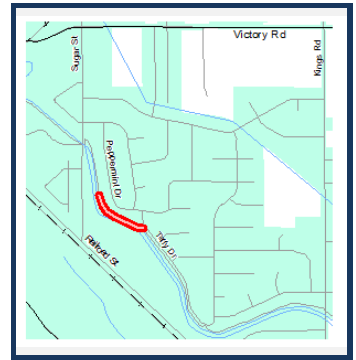
Key #: 20141

Inflated

COMPASS PM:

Community Infrastructure
 Environmental Sustainability
 Congestion Reduction/System Reliability
 Open Space

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2019

Total Previous Expenditures: \$102

Total Programmed Cost: \$429

Total Cost (Prev. + Prog.): \$531

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

Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	52	377	429	398	31
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$52	\$377	\$429	\$398	\$31

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

Pathway, Rail with Trail, Meridian

Key #: 13918

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Meridian

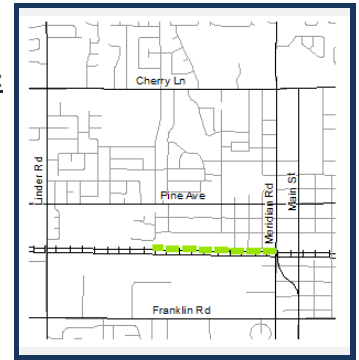
Project Year: PD

Total Previous Expenditures: \$74

Total Programmed Cost: \$653

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

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	59	472	531	492	39
Fund Totals:	\$0	\$0	\$0	\$0	\$59	\$472	\$531	\$492	\$39

Funding Source Local Participating			Program Hwy - Local Partnerships				Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	122	0	0	0	122	0	122
Fund Totals:	\$0	\$0	\$122	\$0	\$0	\$0	\$122	\$0	\$122

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

Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa

Key #: ORN22070

Inflated

COMPASS PM:

Community Infrastructure
Health
Open Space
Environmental Sustainability

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$539

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

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

Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	5	61	0	0	0	0	66	61	5
2021	0	0	0	0	0	473	473	438	35
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$61	\$0	\$0	\$0	\$473	\$539	\$499	\$40

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

Key #: ORN22050

Inflated

COMPASS PM:

Community Infrastructure
Health
Open Space
Environmental Sustainability

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$533

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

Project Description : Extend Stoddard Pathway .5 miles from Iowa Avenue to Amity Avenue in the City of Nampa (Phase 1).

Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	5	61	0	0	0	0	66	61	5
2020	0	0	0	0	0	467	467	433	34
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$5	\$61	\$0	\$0	\$0	\$467	\$533	\$494	\$39

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

Peckham Road Intersections, Canyon County

Key #: ORN22101

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Golden Gate HD

Congestion Reduction/System Reliability

Project Year: 2022

Farmland

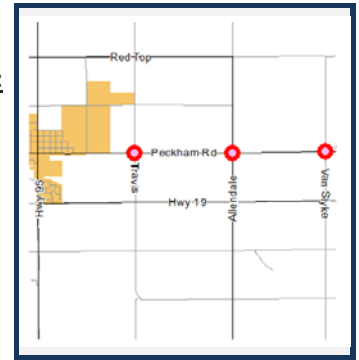
Total Previous Expenditures: \$0

Community Infrastructure

Total Programmed Cost: \$392

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

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



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

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

Key #: 13964

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Golden Gate HD

Environmental Sustainability

Project Year: 2020

Maintenance

Total Previous Expenditures: \$477

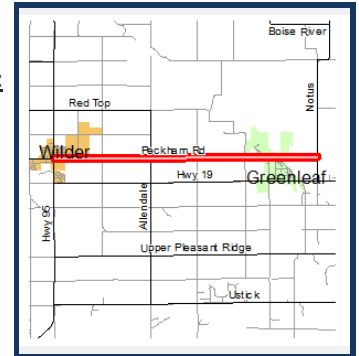
Farmland

Total Programmed Cost: \$3,195

Transportation Safety

Total Cost (Prev. + Prog.): \$3,672

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		STP-R		Program			Local Hwy - Rural		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	100	0	0	0	100	93	7	
2020	0	0	0	0	695	2,400	3,095	2,868	227	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$100	\$0	\$695	\$2,400	\$3,195	\$2,960	\$235	

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

Pedestrian and Bicycle Improvements, Blaine and Iowa, Nampa

Key #: 19855

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Nampa

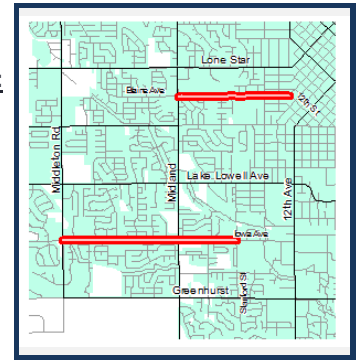
Project Year: 2019 Valley Regional Transit

Health

Transportation Safety

Environmental Sustainability

Open Space



Total Previous Expenditures: \$0

Total Programmed Cost: \$579

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

Project Description : Provide pedestrian and bicycle improvements to Blaine Avenue and Iowa Avenue in the City of Nampa. This includes: crossing improvements and a combination of bicycle boulevard, bicycle lanes, and shared-use lane markings to improve access to bus stops along the 12th Avenue South public transportation corridor.

Funding Source		FTA 5307 SU		Program			Transit Capital	Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	579	579	463	116
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$579	\$579	\$463	\$116

Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Key #: ORN22018

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Caldwell

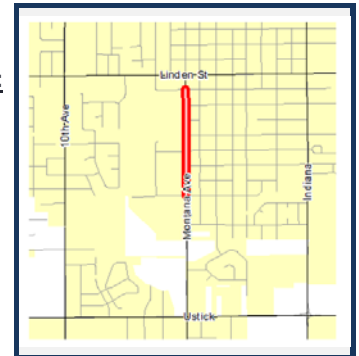
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$609

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

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



Funding Source		STP-U		Program			Local Hwy - Urban	Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	4	67	0	0	0	0	71	66	5
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	70	468	538	499	39
Fund Totals:	\$4	\$67	\$0	\$0	\$70	\$468	\$609	\$564	\$45

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

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

Key #: 20143

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Kuna

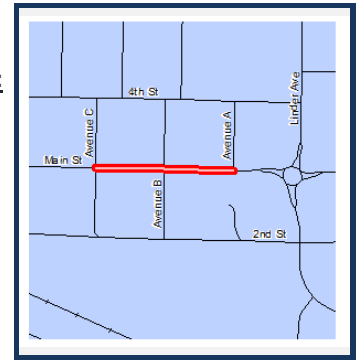
Project Year: 2020-2021

Total Previous Expenditures: \$135

Total Programmed Cost: \$1,210

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

Land Use
Transportation Safety
Environmental Sustainability
Health



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

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	318	318	295	23
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$318	\$318	\$295	\$23

Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	212	107	319	0	319
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$212	\$107	\$319	\$0	\$319

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

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

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

Key #: 20542

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Meridian

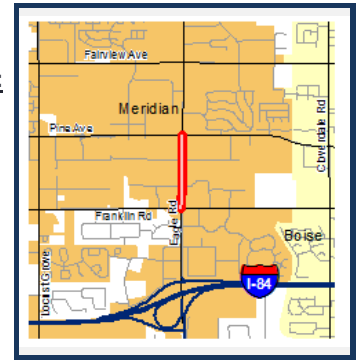
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$726

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

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



Funding Source		TAP-TMA		Program				Local Hwy - Transportation Alternatives		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0	0		
2022	7	80	0	0	0	0	87	81	6			
2023	0	0	98	0	0	0	98	91	7			
PD	0	0	0	0	64	235	299	277	22			
Fund Totals:	\$7	\$80	\$98	\$0	\$64	\$235	\$484	\$448	\$36			

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	138	138	0	138			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$138	\$138	\$0	\$138			

Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	104	104	96	8			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$104	\$104	\$96	\$8			

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

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

Key #: 20549

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$216

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

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

Community Infrastructure
Transportation Safety
Environmental Sustainability



Funding Source		TAP-TMA		Program				Local Hwy - Transportation Alternatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	8	49	0	0	0	0	57	53	4		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	35	124	159	147	12		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$8	\$49	\$0	\$0	\$35	\$124	\$216	\$200	\$16		

Planning and Mobility Implementation, VRT, Nampa Area

Key #: 18842

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,268

Total Cost (Prev. + Prog.): \$2,268

Project Description : Provide program support administration, short range transit planning and the implementation of a mobility management program in the Nampa Urbanized Area.

Support



Funding Source		FTA 5307 SU		Program				Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	378	378	302	76		
2020	0	0	0	0	0	378	378	302	76		
2021	0	0	0	0	0	378	378	302	76		
2022	0	0	0	0	0	378	378	302	76		
2023	0	0	0	0	0	378	378	302	76		
PD	0	0	0	0	0	378	378	302	76		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,268	\$2,268	\$1,814	\$454		

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

Planning and Mobility Management, VRT, Boise Area

Key #: 18854

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,048

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

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



Funding Source		FTA 5307 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	1,008	1,008	806	202	
2020	0	0	0	0	0	1,008	1,008	806	202	
2021	0	0	0	0	0	1,008	1,008	806	202	
2022	0	0	0	0	0	1,008	1,008	806	202	
2023	0	0	0	0	0	1,008	1,008	806	202	
PD	0	0	0	0	0	1,008	1,008	806	202	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$6,048	\$6,048	\$4,838	\$1,210	

Planning, Communities in Motion Update, COMPASS

Key #: 19571

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

Support

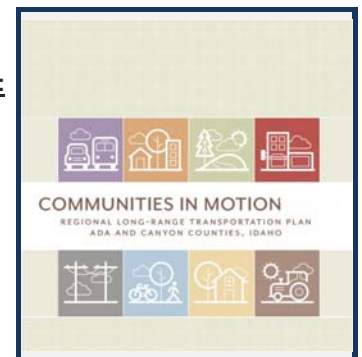
Project Year: 2019-2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$262

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

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



Funding Source		STP-TMA		Program			Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	50	0	0	0	0	50	46	4	
2020	0	87	0	0	0	0	87	81	6	
2021	0	53	0	0	0	0	53	49	4	
2022	0	72	0	0	0	0	72	67	5	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$262	\$0	\$0	\$0	\$0	\$262	\$243	\$19	

Planning, Communities in Motion Update, COMPASS

Key # : 20271

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

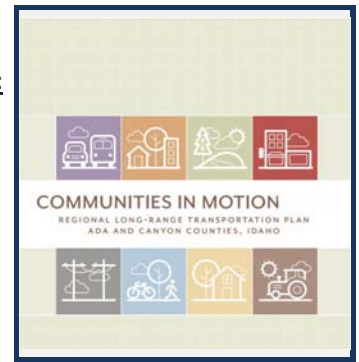
Project Year: 2023-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$309

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

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



Funding Source		STP-TMA		Program			Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	30	0	0	0	0	30	28	2	
PD	0	279	0	0	0	0	279	259	20	
Fund Totals:	\$0	\$309	\$0	\$0	\$0	\$0	\$309	\$286	\$23	

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

Planning, COMPASS

Key #: CPA1

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

Project Year: 2019-PD

Total Previous Expenditures: \$331

Total Programmed Cost: \$1,887

Total Cost (Prev. + Prog.): \$2,218

Project Description : Assist COMPASS in meeting federal transportation planning responsibilities.

These projects tie to ITD key numbers 13900, 19060, 19389, 19920, 20560, ORN21889, 19766, 20113.



Metropolitan Planning

Funding Source		STP-U		Program				Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	99	0	0	0	0	99	92	7		
2021	0	99	0	0	0	0	99	92	7		
2022	0	99	0	0	0	0	99	92	7		
2023	0	99	0	0	0	0	99	92	7		
PD	0	99	0	0	0	0	99	92	7		
Fund Totals:	\$0	\$495	\$0	\$0	\$0	\$0	\$495	\$459	\$36		

Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	232	0	0	0	0	232	215	17		
2020	0	232	0	0	0	0	232	215	17		
2021	0	232	0	0	0	0	232	215	17		
2022	0	232	0	0	0	0	232	215	17		
2023	0	232	0	0	0	0	232	215	17		
PD	0	232	0	0	0	0	232	215	17		
Fund Totals:	\$0	\$1,392	\$0	\$0	\$0	\$0	\$1,392	\$1,290	\$102		

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

Planning, High Capacity Corridor Alternatives Analysis, COMPASS

Key # : 13046

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

Support

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,000

Total Cost (Prev. + Prog.): \$1,000

Project Description : Study to identify and analyze options to improve mobility in a priority corridor to be determined in the regional long-range transportation plan. The study will evaluate all reasonable public transportation alternatives.



Funding Source STP-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	1,000	0	0	0	0	1,000	927	73
Fund Totals:	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$927	\$73

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

Planning, Metropolitan Planning Funds, COMPASS

Key #: CPA2

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

Project Year: 2019-2023

Total Previous Expenditures: \$1,441

Total Programmed Cost: \$7,438

Total Cost (Prev. + Prog.): \$8,879

Project Description : Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration. These projects tie to ITD key numbers 19144, 19071, 19258, 20050, 20640, and ORN22108.



Metropolitan Planning

Funding Source		FTA 5303						Program		Transit Capital		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2019	0	294	0	0	0	0	294	272	22				
2020	0	294	0	0	0	0	294	272	22				
2021	0	294	0	0	0	0	294	272	22				
2022	0	294	0	0	0	0	294	272	22				
2023	0	294	0	0	0	0	294	272	22				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$0	\$1,470	\$0	\$0	\$0	\$0	\$1,470	\$1,362	\$108				

Funding Source		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				
2019	0	1,172	0	0	0	0	1,172	1,086	86				
2020	0	1,199	0	0	0	0	1,199	1,111	88				
2021	0	1,199	0	0	0	0	1,199	1,111	88				
2022	0	1,199	0	0	0	0	1,199	1,111	88				
2023	0	1,199	0	0	0	0	1,199	1,111	88				
PD	0	0	0	0	0	0	0	0	0				
Fund Totals:	\$0	\$5,968	\$0	\$0	\$0	\$0	\$5,968	\$5,530	\$438				

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

Planning, Transportation Operations and ITS Plan Update, COMPASS

Key #: 18694

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

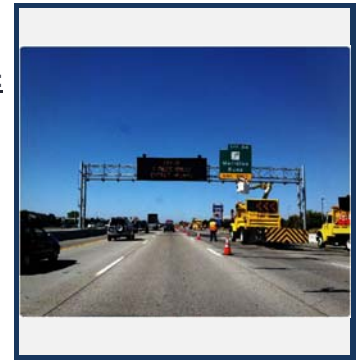
Project Year: 2019-2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$250

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

Project Description : Update the Treasure Valley Transportation System: Operations, Management, and ITS plan, including a comprehensive update of the existing conditions assessment, regional ITS inventory, vision, operational concept, implementation plan, and regional ITS architecture. (ITS is "intelligent transportation system," or the technology side of the transportation system.)



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	236	0	0	0	0	236	219	17		
2020	0	14	0	0	0	0	14	13	1		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$250	\$0	\$0	\$0	\$0	\$250	\$232	\$18		

Planning, Travel Survey Data Collection, COMPASS

Key #: 19303

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

Project Year: 2020-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$850

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

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	150	0	0	0	0	150	139	11		
2021	0	700	0	0	0	0	700	649	51		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$850	\$0	\$0	\$0	\$0	\$850	\$788	\$62		

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

Railroad Crossing, Benjamin Lane, Boise

Key #: 20537

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Transportation Safety

Project Year: 2022

Community Infrastructure

Total Previous Expenditures: \$0

Total Programmed Cost: \$326

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

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



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	10	0	0	0	0	0	10	9	1		
2022	0	0	0	0	0	316	316	284	32		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$10	\$0	\$0	\$0	\$0	\$316	\$326	\$293	\$33		

Railroad Crossing, Lemp Lane, Canyon County

Key #: 20358

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Notus-Parma Highway District

Transportation Safety

Project Year: PD

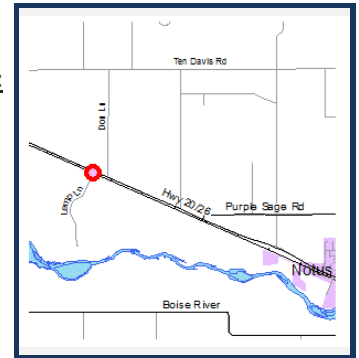
Farmland

Total Previous Expenditures: \$0

Total Programmed Cost: \$260

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

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



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	5	0	0	0	0	255	260	234	26		
Fund Totals:	\$5	\$0	\$0	\$0	\$0	\$255	\$260	\$234	\$26		

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

Railroad Crossing, Look Lane, Caldwell

Key #: 20355

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Caldwell

Project Year: 2019

Total Previous Expenditures: \$15

Total Programmed Cost: \$575

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

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



Funding Source		Fed RRX	Program					Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	60	0	0	5	510	575	518	58		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$60	\$0	\$0	\$5	\$510	\$575	\$518	\$58		

Railroad Crossing, Midland Boulevard, Nampa

Key #: ORN22034

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Nampa

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$50

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

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



Funding Source		Fed RRX	Program					Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	10	0	0	0	0	40	50	45	5		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$10	\$0	\$0	\$0	\$0	\$40	\$50	\$45	\$5		

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

Railroad Crossing, North Linder Road, Meridian

Key #: 19875

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Transportation Safety

Project Year: 2020

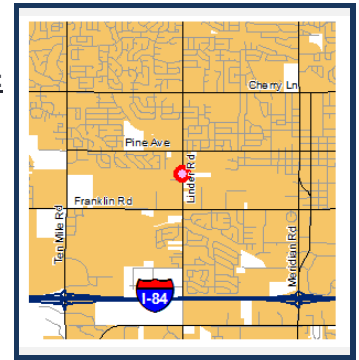
Community Infrastructure

Total Previous Expenditures: \$0

Total Programmed Cost: \$535

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

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



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	15	0	0	0	0	0	15	14	2		
2020	0	0	0	0	10	510	520	468	52		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$15	\$0	\$0	\$0	\$10	\$510	\$535	\$482	\$54		

Railroad Crossing, Old Fort Boise Road, Canyon County

Key #: 20606

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Notus-Parma Highway District

Transportation Safety

Project Year: 2023

Farmland

Total Previous Expenditures: \$0

Total Programmed Cost: \$255

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

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



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	10	0	0	10	0	0	20	18	2		
2023	0	0	0	0	0	235	235	212	24		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$10	\$0	\$0	\$10	\$0	\$235	\$255	\$230	\$26		

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

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

Key #: 20788

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Support

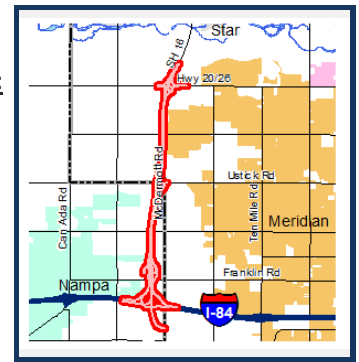
Project Year: 2019

Total Previous Expenditures: \$200

Total Programmed Cost: \$6,000

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

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



Funding Source		State						Program		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	6,000	0	0	0	0	6,000	0	6,000		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$6,000	\$0	\$0	\$0	\$0	\$6,000	\$0	\$6,000		

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

Key #: 19856

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Maintenance

Project Year: 2020

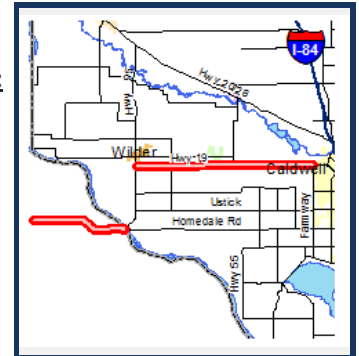
Farmland

Total Previous Expenditures: \$40

Total Programmed Cost: \$1,310

Total Cost (Prev. + Prog.): \$1,350

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



Funding Source		STP-State						Program		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	62	1,248	1,310	1,214	96		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$62	\$1,248	\$1,310	\$1,214	\$96		

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

SH-21, Technology Way to Surprise Way, Boise

Key #: 20428

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
 Transportation Safety
 Community Infrastructure

Federal PM:



Requesting Agency: ITD

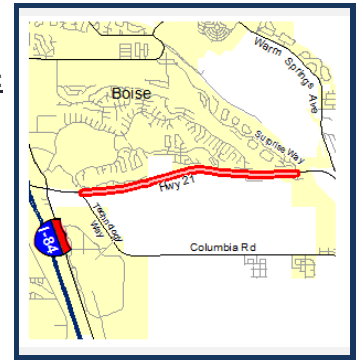
Project Year: 2022

Total Previous Expenditures: \$750

Total Programmed Cost: \$5,610

Total Cost (Prev. + Prog.): \$6,360

Project Description : Widen SH-21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will widen the roadway to 40 feet to include two 12-foot travel lanes, a 4-foot center median, and 6-foot shoulders on both sides.



Funding Source		HSIP		Program				State Hwy - Strategic Initiatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	510	5,100	5,610	5,198	412		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$510	\$5,100	\$5,610	\$5,198	\$412		

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

Key #: 13476

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$1,106

Total Programmed Cost: \$5,814

Total Cost (Prev. + Prog.): \$6,920

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



Funding Source		NHPP		Program				State Hwy - Strategic Initiatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	510	5,304	5,814	5,387	427		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$510	\$5,304	\$5,814	\$5,387	\$427		

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

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

Key #: 20266

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

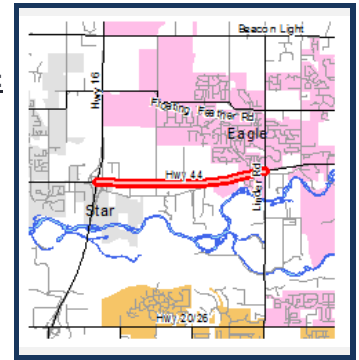
Project Year: 2023

Total Previous Expenditures: \$1,000

Total Programmed Cost: \$9,435

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

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



Funding Source		HSIP		Program				State Hwy - Strategic Initiatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	765	0	0	0	765	709	56		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	765	7,905	8,670	8,034	636		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$765	\$0	\$765	\$7,905	\$9,435	\$8,742	\$693		

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

Key #: 20574

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

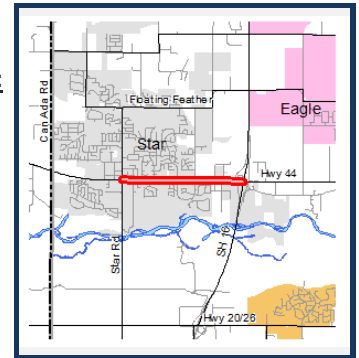
Project Year: 2023

Total Previous Expenditures: \$1,200

Total Programmed Cost: \$7,650

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

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



Funding Source		HSIP		Program				State Hwy - Strategic Initiatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	1,020	0	0	0	1,020	945	75		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	510	6,120	6,630	6,143	487		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$1,020	\$0	\$510	\$6,120	\$7,650	\$7,088	\$562		

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

SH-44, Canyon Canal Bridge, Middleton

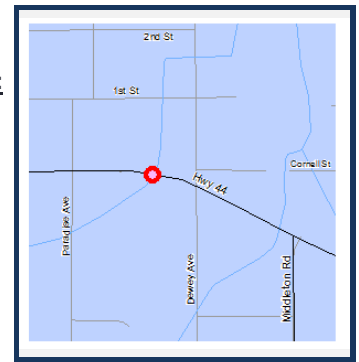
Key #: 18950

Inflated

COMPASS PM:

Transportation Infrastructure
Freight Movement and Economic Vitality
Community Infrastructure

Federal PM:



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$1,633

Total Programmed Cost: \$750

Total Cost (Prev. + Prog.): \$2,383

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

Funding Source		STP-State		Program State Hwy - Bridge Restoration					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	166	584	750	695	55	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$166	\$584	\$750	\$695	\$55	

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

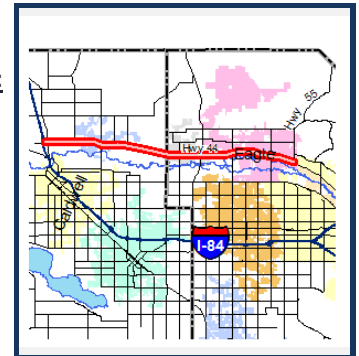
Key #: 19709

Inflated

COMPASS PM:

Maintenance
Community Infrastructure
Farmland

Federal PM:



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$50

Total Programmed Cost: \$2,091

Total Cost (Prev. + Prog.): \$2,141

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

Funding Source		State		Program State Hwy - Pavement Preservation					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	102	1,989	2,091	0	2,091	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$102	\$1,989	\$2,091	\$0	\$2,091	

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

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

Key #: ORN21849

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Maintenance

Project Year: PD

Farmland

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,358

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

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



Funding Source		Program						Local Match 7.34%	
Cost Year*	NHPP Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	232	0	0	0	0	0	232	215	17
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	193	1,933	2,126	1,970	156
Fund Totals:	\$232	\$0	\$0	\$0	\$193	\$1,933	\$2,358	\$2,185	\$173

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

Key #: 13349

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Private Developer

Congestion Reduction/System Reliability

Project Year: 2022

Freight Movement and Economic Vitality

Total Previous Expenditures: \$145

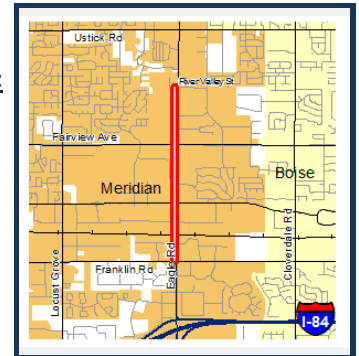
Transportation Safety

Total Programmed Cost: \$5,000

Community Infrastructure

Total Cost (Prev. + Prog.): \$5,145

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



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

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

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

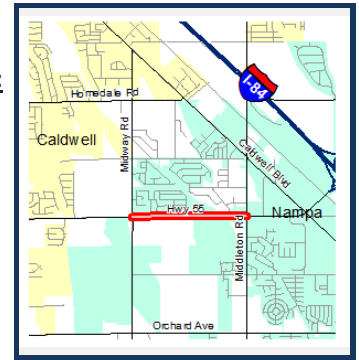
Key #: ORN21867

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,334

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

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

Funding Source		Capacity		Program				State Expansion and Congestion Mitigat		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	306	0	0	0	0	0	306	284	22		
2021	0	0	306	0	0	0	306	284	22		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	520	5,202	5,722	5,302	420		
Fund Totals:	\$306	\$0	\$306	\$0	\$520	\$5,202	\$6,334	\$5,869	\$465		

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

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

Key #: 20174

Inflated

COMPASS PM:

Freight Movement and Economic Vitality
 Transportation Safety
 Community Infrastructure
 Farmland

Federal PM:



Requesting Agency: ITD

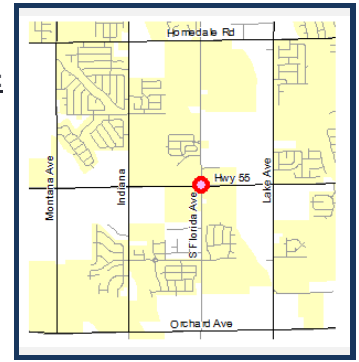
Project Year: PD

Total Previous Expenditures: \$55

Total Programmed Cost: \$1,341

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

Project Description : Install a "thru-U" intersection at SH-55 (Karcher Road) and Florida Avenue in the City of Caldwell. A thru-U intersection has no left turns at the intersection, but includes a u-turn after the intersection to facilitate the turning movement.




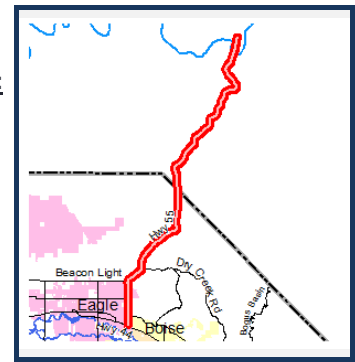
Funding Source		Local Participating		Program				Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	117	117	0	117
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$117	\$117	\$0	\$117

Funding Source		HSIP		Program				Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	102	1,122	1,224	1,134	90
Fund Totals:	\$0	\$0	\$0	\$0	\$102	\$1,122	\$1,224	\$1,134	\$90

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


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

Key # : 20506 **Inflated** **COMPASS PM:** Maintenance
Requesting Agency: ITD **Federal PM:** 
Project Year: 2023 **Farmland**
Total Previous Expenditures: \$200
Total Programmed Cost: \$11,288
Total Cost (Prev. + Prog.): \$11,488
Project Description : Rehabilitate approximately 18 miles of pavement on SH-55 from SH-44 (State Street) to the Payette River Bridge in Ada and Boise Counties. (45% Ada County and 55% Boise County)



Funding Source		NHPP		Program					State Hwy - Restoration		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	0	0	0	0			
2020	0	0	0	0	0	0	0	0	0			
2021	0	0	0	0	0	0	0	0	0			
2022	0	0	0	0	0	0	0	0	0			
2023	0	0	0	0	884	10,404	11,288	10,459	829			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$884	\$10,404	\$11,288	\$10,459	\$829			

SH-55, Snake River Bridge, Marsing

Key # : 13387 **Inflated** **COMPASS PM:** Freight Movement and Economic Vitality
Requesting Agency: ITD **Federal PM:** 
Project Year: 2019-2020 **Transportation Infrastructure**
Total Previous Expenditures: \$1,309 **Farmland**
Total Programmed Cost: \$10,320
Total Cost (Prev. + Prog.): \$11,629
Project Description : Replace bridge on SH-55 over the Snake River near the City of Marsing. (69% Canyon County and 31% Owyhee County).



Funding Source		Bridge State		Program					State Hwy - Bridge Restoration		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	1,038	4,080	5,118	0	5,118			
2020	0	0	0	0	0	5,202	5,202	0	5,202			
2021	0	0	0	0	0	0	0	0	0			
2022	0	0	0	0	0	0	0	0	0			
2023	0	0	0	0	0	0	0	0	0			
PD	0	0	0	0	0	0	0	0	0			
Fund Totals:	\$0	\$0	\$0	\$0	\$1,038	\$9,282	\$10,320	\$0	\$10,320			

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

Smith Avenue and Middleton Road, Signals, Nampa

Key # : 20167

Inflated

COMPASS PM:

Transportation Safety
 Environmental Sustainability
 Community Infrastructure

Federal PM:



Requesting Agency: City of Nampa

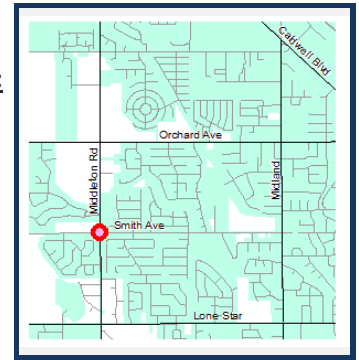
Project Year: 2019

Total Previous Expenditures: \$77

Total Programmed Cost: \$433

Total Cost (Prev. + Prog.): \$510

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



Funding Source		HSIP (Local)		Program				Local Hwy - HSIP		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	73	360	433	401	32		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$73	\$360	\$433	\$401	\$32		

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

South Cemetery Road, Highland Drive to Willow Creek, Middleton

Key #: 12048

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Middleton

Congestion Reduction/System Reliability

Project Year: 2021

Community Infrastructure

Total Previous Expenditures: \$535

Total Programmed Cost: \$2,791

Total Cost (Prev. + Prog.): \$3,326

Project Description : Construct a new 0.284 mile roadway segment linking SH-44 and Middleton Road by way of Highland Drive and Sawtooth Lake Drive in the City of Middleton.



Funding Source		STP-U		Program				Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	333	2,283	2,616	2,424	192		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$333	\$2,283	\$2,616	\$2,424	\$192		

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	175	0	0	0	175	0	175		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$175	\$0	\$0	\$0	\$175	\$0	\$175		

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

SR2S, VRT, Ada County - FY2019 and FY2020

Key #: 13912 Inflated COMPASS PM: Support Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$328

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

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	328	328	304	24
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$328	\$328	\$304	\$24

SR2S, VRT, Ada County - FY2021 and FY2022

Key #: 20245 Inflated COMPASS PM: Support Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$337

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

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	337	337	312	25
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$337	\$337	\$312	\$25

SR2S, VRT, Ada County - FY2023

Key #: 20493

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Support

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$165

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

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	165	165	153	12
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$165	\$165	\$153	\$12

SR2S, VRT, Ada County - PD

Key #: ORN21910

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Support

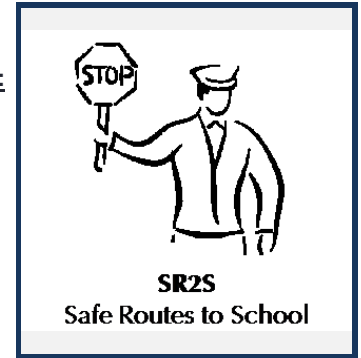
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$175

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

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	175	175	162	13
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$175	\$175	\$162	\$13

SR2S, VRT, Canyon County - FY2019

Key #: **ORN22029**

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$65

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

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



SR2S
Safe Routes to School

Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	65	65	60	5
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5

SR2S, VRT, Canyon County - FY2020

Key #: **ORN22030**

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$65

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

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



SR2S
Safe Routes to School

Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	65	65	60	5
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5

SR2S, VRT, Canyon County - FY2021

Key #: **ORN22031**

Inflated

COMPASS PM:
Support

Federal PM:

Requesting Agency: Valley Regional Transit

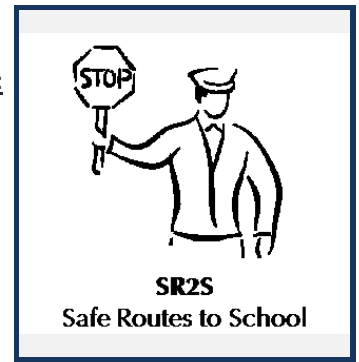
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$65

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

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



Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	65	65	60	5
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$65	\$65	\$60	\$5

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

Key #: **20275**

Inflated

COMPASS PM:
Transportation Safety
Community Infrastructure

Federal PM:



Requesting Agency: ACHD

Project Year: 2019

Total Previous Expenditures: \$67

Total Programmed Cost: \$293

Total Cost (Prev. + Prog.): \$360

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



Funding Source HSIP (Local)			Program Local Hwy - HSIP					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	55	238	293	271	22
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$55	\$238	\$293	\$271	\$22

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

Study, Mores Creek Bridge Asset Plan, Ada County

Key #: ORN21968

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

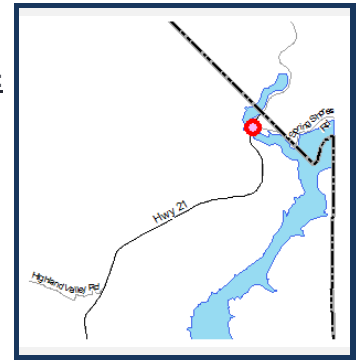
Project Year: 2019-2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$280

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

Project Description : Develop a bridge asset management plan for the Mores Creek Bridge, located on SH-21 about one-half mile from the Ada/Boise County line.



Funding Source		STP-State		Program				State Hwy - Bridge Preservation		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	25	250	0	0	0	0	275	255	20		
2020	5	0	0	0	0	0	5	5	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$30	\$250	\$0	\$0	\$0	\$0	\$280	\$259	\$21		

Study, Pavement Management Inventory and Plan, Canyon County

Key #: ORN22020

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

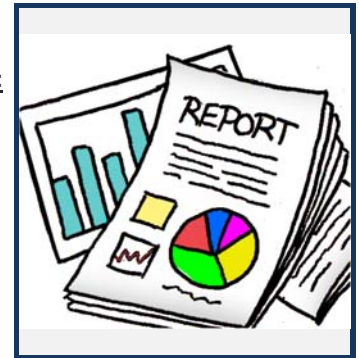
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

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

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



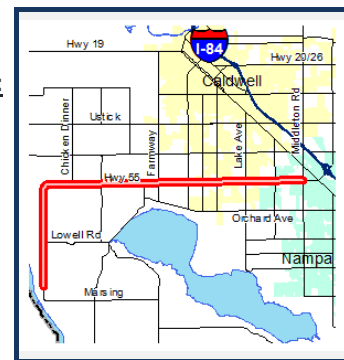
Funding Source		STP-U		Program				Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	150	0	0	0	0	150	139	11		
Fund Totals:	\$0	\$150	\$0	\$0	\$0	\$0	\$150	\$139	\$11		

Study, SH-55 Environmental Assessment, Canyon County

Key # : ORN21906 Inflated **COMPASS PM:** Support **Federal PM:**

Requesting Agency: ITD
Project Year: 2019
Total Previous Expenditures: \$0
Total Programmed Cost: \$750
Total Cost (Prev. + Prog.): \$750

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



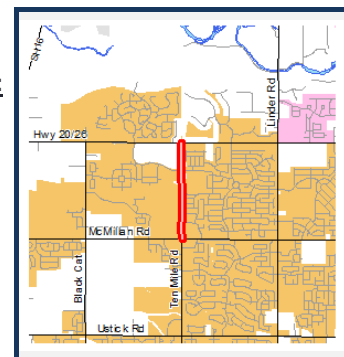
Funding Source		STP-State		Program State Hwy - Early Development				Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	750	0	0	0	0	0	750	695	55
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$750	\$0	\$0	\$0	\$0	\$0	\$750	\$695	\$55

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

Key # : RD202-31 Inflated **COMPASS PM:** Congestion Reduction/System Reliability
 Transportation Safety
 Community Infrastructure
 Environmental Sustainability **Federal PM:**

Requesting Agency: ACHD
Project Year: PD
Total Previous Expenditures: \$0
Total Programmed Cost: \$3,495
Total Cost (Prev. + Prog.): \$3,495

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



Funding Source		Local (Regionally Significant)		Program Hwy - Local Partnerships				Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	265	0	0	0	0	265	0	265
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	561	0	0	2,669	3,230	0	3,230
Fund Totals:	\$0	\$265	\$561	\$0	\$0	\$2,669	\$3,495	\$0	\$3,495

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

Ten Mile Road, Ustick Road to McMillan Road, Meridian

Key #: RD202-32

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

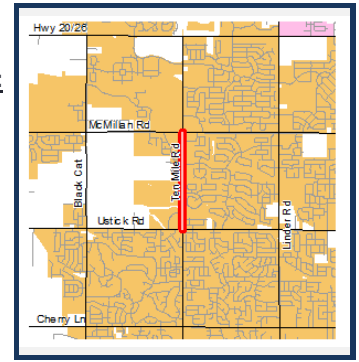
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,066

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

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



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	306	0	0	0	0	306	0	306
2021	0	0	643	0	0	0	643	0	643
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	3,117	3,117	0	3,117
Fund Totals:	\$0	\$306	\$643	\$0	\$0	\$3,117	\$4,066	\$0	\$4,066

Transit - Above and Beyond ADA Paratransit, Nampa Area

Key #: 20043

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Treasure Valley Transit

Project Year: 2019 Valley Regional Transit

Total Previous Expenditures: \$0

Total Programmed Cost: \$582

Total Cost (Prev. + Prog.): \$582

Project Description : Provide service above and beyond Americans with Disabilities Act (ADA) requirements for paratransit in the Nampa Urbanized Area. Provides service from FY2019 through FY2021.



Funding Source FTA 5307 SU Program Transit Capital								Local Match 50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	582	582	291	291
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$582	\$582	\$291	\$291

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

Transit - Acquisition of Service, Boise Area

Key #: 19691

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2019-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,008

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

Project Description : Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Boise Urbanized Area.



Funding Source		FTA 5310 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	336	336	269	67	
2020	0	0	0	0	0	336	336	269	67	
2021	0	0	0	0	0	336	336	269	67	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,008	\$1,008	\$806	\$202	

Transit - Acquisition of Service, Nampa Area

Key #: 19464

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2019-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$849

Total Cost (Prev. + Prog.): \$849

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



Funding Source		FTA 5310 SU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	283	283	226	57	
2020	0	0	0	0	0	283	283	226	57	
2021	0	0	0	0	0	283	283	226	57	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$849	\$849	\$679	\$170	

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

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

Key # : 19122 Inflated **COMPASS PM:** Transportation Infrastructure **Federal PM:** 

Requesting Agency: Valley Regional Transit
Project Year: 2019-PD


Total Previous Expenditures: \$0
Total Programmed Cost: \$2,364
Total Cost (Prev. + Prog.): \$2,364

Project Description : Provide expansion and replacement of rolling stock, infrastructure, and technology in the Boise Urbanized Area.



Funding Source FTA 5339 LU								Program Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	394	394	315	79		
2020	0	0	0	0	0	394	394	315	79		
2021	0	0	0	0	0	394	394	315	79		
2022	0	0	0	0	0	394	394	315	79		
2023	0	0	0	0	0	394	394	315	79		
PD	0	0	0	0	0	394	394	315	79		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,364	\$2,364	\$1,891	\$473		

Transit - Fixed Line Service, Rural Areas, TVT

Key # : 19983 Inflated **COMPASS PM:** Maintenance
 Transportation Infrastructure
 Congestion Reduction/System Reliability **Federal PM:** 

Requesting Agency: Treasure Valley Transit
Project Year: 2019-2020

Total Previous Expenditures: \$0
Total Programmed Cost: \$3,946
Total Cost (Prev. + Prog.): \$3,946

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



Funding Source FTA 5311								Program Transit Operations		Local Match 28.21%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	1,973	1,973	1,416	557		
2020	0	0	0	0	0	1,973	1,973	1,416	557		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,946	\$3,946	\$2,833	\$1,113		

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

Transit - Mobility Management Operations, Boise Area

Key #: 19041

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$714

Total Programmed Cost: \$4,284

Total Cost (Prev. + Prog.): \$4,998

Project Description : Provide operations for mobility management programs in the Boise Urbanized Area.



Funding Source		FTA 5307 LU		Program				Transit Operations		Local Match		50.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	714	714	357	357			
2020	0	0	0	0	0	714	714	357	357			
2021	0	0	0	0	0	714	714	357	357			
2022	0	0	0	0	0	714	714	357	357			
2023	0	0	0	0	0	714	714	357	357			
PD	0	0	0	0	0	714	714	357	357			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$4,284	\$4,284	\$2,142	\$2,142			

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

Key #: 18786

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,108

Total Cost (Prev. + Prog.): \$8,108

Project Description : Provide for fixed route and mobility management operations and services in the Nampa Urbanized Area.



Funding Source		FTA 5307 SU		Program				Transit Operations		Local Match		50.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2019	0	0	0	0	0	1,328	1,328	664	664			
2020	0	0	0	0	0	1,356	1,356	678	678			
2021	0	0	0	0	0	1,356	1,356	678	678			
2022	0	0	0	0	0	1,356	1,356	678	678			
2023	0	0	0	0	0	1,356	1,356	678	678			
PD	0	0	0	0	0	1,356	1,356	678	678			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$8,108	\$8,108	\$4,054	\$4,054			

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

Transit - Operations, Preventive Maintenance, and Paratransit, Boise Area

Key #: 19137

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Maintenance

Project Year: 2019-PD

Support

Total Previous Expenditures: \$0

Total Programmed Cost: \$14,208

Total Cost (Prev. + Prog.): \$14,208

Project Description : Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urbanized Area.



Funding Source		FTA 5307 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	2,368	2,368	1,894	474	
2020	0	0	0	0	0	2,368	2,368	1,894	474	
2021	0	0	0	0	0	2,368	2,368	1,894	474	
2022	0	0	0	0	0	2,368	2,368	1,894	474	
2023	0	0	0	0	0	2,368	2,368	1,894	474	
PD	0	0	0	0	0	2,368	2,368	1,894	474	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$14,208	\$14,208	\$11,366	\$2,842	

Transit - Preventive Maintenance and Demand Response, Nampa Area

Key #: 18914

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Maintenance

Project Year: 2019-PD

Support

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,854

Total Cost (Prev. + Prog.): \$1,854

Project Description : Provide preventive maintenance and complementary paratransit to sustain vehicle and facility safety and security in the Nampa Urbanized Area.



Funding Source		FTA 5307 SU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	309	309	247	62	
2020	0	0	0	0	0	309	309	247	62	
2021	0	0	0	0	0	309	309	247	62	
2022	0	0	0	0	0	309	309	247	62	
2023	0	0	0	0	0	309	309	247	62	
PD	0	0	0	0	0	309	309	247	62	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,854	\$1,854	\$1,483	\$371	

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

Transit - Purchase of Service, Rural Areas, TVT

Key #: 19981a

Inflated

COMPASS PM:

Federal PM:

Congestion Reduction/System Reliability

Requesting Agency: Treasure Valley Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$268

Total Cost (Prev. + Prog.): \$268

Project Description : Provide transportation services through Treasure Valley Transit in rural areas of Southwest Idaho, including Canyon County, for services in FY2019 and FY2020. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 R		Program				Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	134	134	107	27		
2020	0	0	0	0	0	134	134	107	27		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$268	\$268	\$214	\$54		

Transit - Purchase of Service, Rural Areas, VRT

Key #: 19981b

Inflated

COMPASS PM:

Federal PM:

Congestion Reduction/System Reliability

Requesting Agency: Valley Regional Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$94

Total Cost (Prev. + Prog.): \$94

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



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

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

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

Key #: 18788

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,770

Total Cost (Prev. + Prog.): \$1,770

Project Description : Provide capital rolling stock, infrastructure, and technology for the public transportation system in the Boise Urbanized Area.



Funding Source		FTA 5307 LU		Program				Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	295	295	236	59		
2020	0	0	0	0	0	295	295	236	59		
2021	0	0	0	0	0	295	295	236	59		
2022	0	0	0	0	0	295	295	236	59		
2023	0	0	0	0	0	295	295	236	59		
PD	0	0	0	0	0	295	295	236	59		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,770	\$1,770	\$1,416	\$354		

Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area

Key #: 18781

Inflated

COMPASS PM:

Transportation Infrastructure Support

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2019-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,255

Total Cost (Prev. + Prog.): \$7,255

Project Description : Provide capital rolling stock, infrastructure, and technology for the public transportation system in the Nampa Urbanized Area.



Funding Source		FTA 5307 SU		Program				Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	190	190	152	38		
2020	0	0	0	0	0	1,413	1,413	1,130	283		
2021	0	0	0	0	0	1,413	1,413	1,130	283		
2022	0	0	0	0	0	1,413	1,413	1,130	283		
2023	0	0	0	0	0	1,413	1,413	1,130	283		
PD	0	0	0	0	0	1,413	1,413	1,130	283		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$7,255	\$7,255	\$5,804	\$1,451		

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

Transit - Technology, TVT

Key #: 20136c

Inflated

COMPASS PM:
Support

Federal PM:



Requesting Agency: Treasure Valley Transit

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$25

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

Project Description : Purchase in-vehicle count management technology and replace mobile tablets for services in rural areas of Southwest Idaho, including Canyon County. Additional details about this program are included in ITD's programming documents.

Funding Source		FTA 5339 R		Program			Transit Capital		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	25	25	20	5		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$25	\$25	\$20	\$5		

Transit - Vehicle Replacements, Rural Areas, TVT

Key #: 20136b

Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:



Requesting Agency: Treasure Valley Transit

Project Year: 2019-2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$627

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

Project Description : Purchase replacement transit vehicles that are currently operating fixed route and demand response services within rural areas of District 3. Additional details about this program are included in ITD's programming documents.

Funding Source		FTA 5339 R		Program			Transit Capital		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	432	432	346	86		
2020	0	0	0	0	0	195	195	156	39		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$627	\$627	\$502	\$125		

US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle

Key #: 20594

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Project Year: 2022

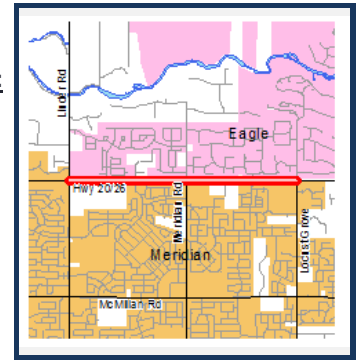
Total Previous Expenditures: \$0

Total Programmed Cost: \$12,582

Total Cost (Prev. + Prog.): \$12,582

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.

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



Funding Source		HSIP		Program				State Hwy - Strategic Initiatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	750	0	0	0	0	750	695	55		
2020	0	0	2,295	0	0	0	2,295	2,127	168		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	867	8,670	9,537	8,837	700		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$750	\$2,295	\$0	\$867	\$8,670	\$12,582	\$11,658	\$924		

US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County

Key #: 19944

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Project Year: 2021

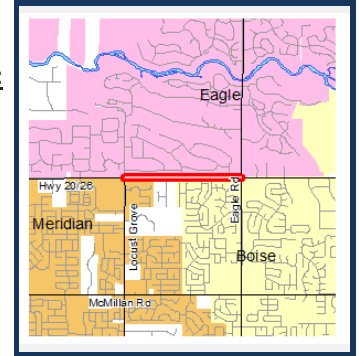
Total Previous Expenditures: \$2,112

Total Programmed Cost: \$9,180

Total Cost (Prev. + Prog.): \$11,292

Project Description : Widen US 20/26 (Chinden Boulevard) between Locust Grove Road and SH-55 (Eagle Road) in the Cities of Boise, Eagle, and Meridian.

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



Funding Source		HSIP		Program				State Hwy - Safety & Capacity (Safety)		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	510	8,670	9,180	8,506	674		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$510	\$8,670	\$9,180	\$8,506	\$674		

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

US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian

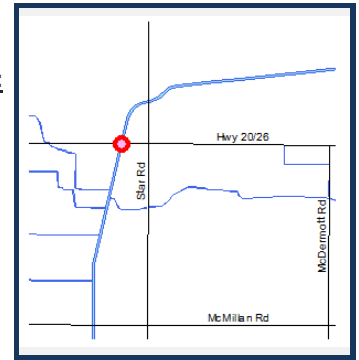
Key # : 20227

Inflated

COMPASS PM:

Transportation Safety
 Freight Movement and Economic Vitality
 Transportation Infrastructure
 Farmland

Federal PM:



Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$650

Total Programmed Cost: \$2,881

Total Cost (Prev. + Prog.): \$3,531

Project Description : Replace a culvert on US 20/26 (Chinden Boulevard) at the Phyllis Canal near the City of Meridian due to restrictions for freight.

Funding Source		Program State Hwy - Bridge Restoration							Local Match 7.34%	
Cost Year*	NHPP Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	0	0	0	
2020	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	280	2,601	2,881	2,670	211	
2022	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$280	\$2,601	\$2,881	\$2,670	\$211	

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

US 20/26 (Chinden), SH-16 to Tree Farm Way, Ada County

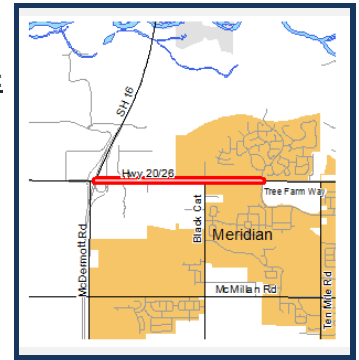
Key # : ORN21864

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: Private Developer

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,510

Total Cost (Prev. + Prog.): \$6,510

Project Description : Widen US 20/26 (Chinden Boulevard) from SH-16 to Tree Farm Way in Ada County to five lanes (two through lanes in each direction and two-way center turn lane). Project will include turn lanes and raised medians where necessary. This project will be constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue (STAR) financing.

Funding Source		State		Program State Hwy - Strategic Initiatives				Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	10	0	0	0	0	0	10	9	1
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$10	\$0	\$0	\$0	\$0	\$0	\$10	\$9	\$1

Funding Source		STAR		Program Hwy - Local Partnerships				Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	6,500	6,500	0	6,500
2022	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0
PD	0	0	0	0	0	0	0	0	0
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$6,500	\$6,500	\$0	\$6,500

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

US 20/26 (Chinden), Star Road to SH-16, Ada County

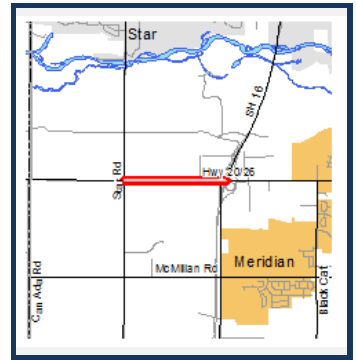
Key # : 20367

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: PD

Total Previous Expenditures: \$150

Total Programmed Cost: \$5,508

Total Cost (Prev. + Prog.): \$5,658

Project Description : Widen US 20/26 (Chinden Boulevard) from Star Road to SH-16 in Ada County.

This project is in development stage only; construction is considered "unfunded."

Funding Source	HSIP		Program State Hwy - Early Development					Local Match 7.34%		
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2019	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0
PD	0	0	1,020	0	408	4,080	5,508	5,104	404	
Fund Totals:	\$0	\$0	\$1,020	\$0	\$408	\$4,080	\$5,508	\$5,104	\$404	

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

US 20/26 (Chinden), Tree Farm Way to Linder Road, Ada County

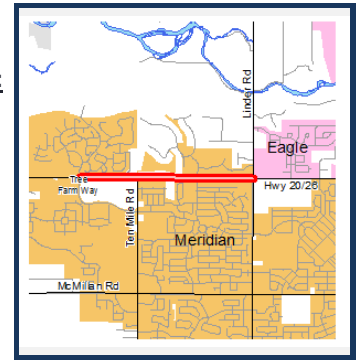
Key #: ORN21858

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: Private Developer

Project Year: 2019

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,510

Total Cost (Prev. + Prog.): \$6,510

Project Description : Widen US 20/26 (Chinden Boulevard) from Tree Farm Way to the existing five-lane section, approximately 700 feet to the west of Linder Road to five lanes (two through lanes in each direction and a two way left center turn lane). The project will include turn lanes and raised medians where necessary. Project funded and constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue (STAR) financing.

Funding Source		State		Program				State Hwy - Strategic Initiatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share	
2019	10	0	0	0	0	0	0	10	9	1	
2020	0	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10	\$9	\$1	

Funding Source		STAR		Program				Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share	
2019	0	0	0	0	0	0	6,500	6,500	0	6,500	
2020	0	0	0	0	0	0	0	0	0	0	
2021	0	0	0	0	0	0	0	0	0	0	
2022	0	0	0	0	0	0	0	0	0	0	
2023	0	0	0	0	0	0	0	0	0	0	
PD	0	0	0	0	0	0	0	0	0	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$0	\$6,500	\$6,500	\$0	\$6,500	

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

US 20/26, Intersection Improvements, Canyon County

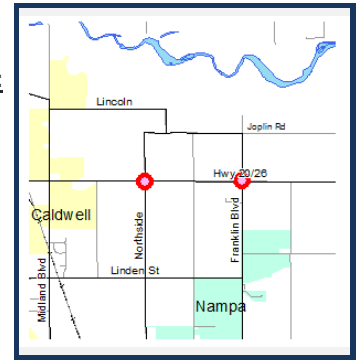
Key #: 19415

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: 2019

Total Previous Expenditures: \$132

Total Programmed Cost: \$266

Total Cost (Prev. + Prog.): \$398

Project Description : Add improvements to turning radii for truck movements and minor widening, and reestablish draining ditches along the US 20/26 corridor in Canyon County at Northside Boulevard and Franklin Boulevard.

Funding Source		State	Program					State Hwy - Safety & Capacity (Safety)		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	-40	0	0	0	90	216	266	0	266		
2020	0	0	0	0	0	0	0	0	0		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	(\$40)	\$0	\$0	\$0	\$90	\$216	\$266	\$0	\$266		

US-95, Oregon State Line to City of Wilder, Seal Coat, Canyon County

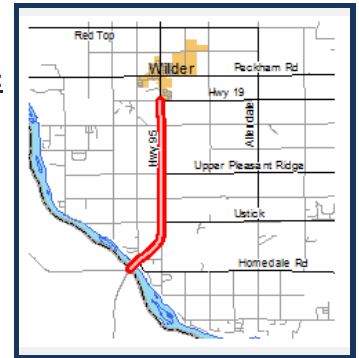
Key #: 19645

Inflated

COMPASS PM:

Maintenance
 Farmland

Federal PM:



Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$62

Total Programmed Cost: \$3,197

Total Cost (Prev. + Prog.): \$3,259

Project Description : Seal coat US 95 from the Oregon state line (milepost 0) to the City of Wilder (milepost 38.4) to preserve the roadway. (90% Owyhee County and 10% Canyon County)

Funding Source		NHPP	Program					State Hwy - Pavement Preservation		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2019	0	0	0	0	0	0	0	0	0		
2020	0	0	0	0	151	3,046	3,197	2,962	235		
2021	0	0	0	0	0	0	0	0	0		
2022	0	0	0	0	0	0	0	0	0		
2023	0	0	0	0	0	0	0	0	0		
PD	0	0	0	0	0	0	0	0	0		
Fund Totals:	\$0	\$0	\$0	\$0	\$151	\$3,046	\$3,197	\$2,962	\$235		

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

APPENDIX B:
VERBATIM PUBLIC COMMENTS

Public Comments Received (Verbatim)

- **Draft FY2019–2023 Regional Transportation Improvement Program**
 - **Proposed Change to *Communities in Motion 2040***
- **FY2019 federal Program of Projects proposed for funding by Valley Regional Transit**
 - **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 1 – August 30, 2018

Total number of comments received by COMPASS: 78

Email: 3

Online Comment Form: 72

Hard Copy Comment Form: 0

Letter: 3

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Zip Code Name Affiliation	Format
Comments on projects in the DRAFT FY2019 - 2023 Regional Transportation Improvement Program (TIP)			
Letter submitted by the Ada County Highway District and received by COMPASS. Comments are attached at the end of this document.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83714	Letter
Bicycle/pedestrian bridge Eagle Rd: My family and I have been wishing for this for 10 years. It looks like we wait another 5. Can you speed it up, PLEASE!!	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form
Need to identify funding for Highway 16 and the Linder overpass. most importantly we need Interstate 11 to come to the Treasure Valley. Tell ITD to bring I-11 to Idaho. No one cares about bikes.	Thank you for your comments. They will be provided to the Idaho Transportation Department and the COMPASS Board of Directors.	83687	Online comment form
Road/intersection widening helpful in some situations, but an unnecessary thing in others roughly 32%(28/88) required widening existing roads. What if we used the roads more efficiently instead? Induced demand will obliterate almost any advantage hoped to be achieved from widening: https://www.citylab.com/transportation/2015/03/the-one-chart-that-explains-all-your-traffic-woes/386594/	Thank you for your comments. They will be provided to the COMPASS Board of Directors.		Online comment form

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>Review of the cost of the projects indicate extreme amounts far exceeding posted inflation rates or even real inflation rates. Are all of the agencies receiving more than adequate bids on each project from a very wide variety of bidders? Any evidence that the few bidders are taking calculated turns winning bids to keep the costs higher and contractors getting work? What efforts are being made to manage the cost?</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD), the Idaho Transportation Department (ITD), and the COMPASS Board of Directors.</p> <p>ACHD follows public bidding and contract laws provided by the State of Idaho. ACHD carefully monitors bid items and cost increases. At times, the ACHD Commission has chosen to reject bids if the costs significantly deviate from the engineers estimate.</p> <p>Additionally, ITD bid results can be viewed here (https://apps.itd.idaho.gov/apps/contractors/br.htm) to see who is bidding on what. ITD has a justification process that requires Board approval when bids come in more than 110% of engineer's estimate as a check and balance that bids are justified.</p>	<p>83709</p>	<p>Online comment form</p>
<p>Key #20788 what can I say but STOP. This is a pet project by ITD. Mrs. Schroder briefed you saying that there was 22,000 cars a day on it. There is not even 15,000 cars a day on HWY 16. She used the original estimate from years ago. Why are you signing off on this? The 6 million can go towards adding an auxiliary lane from Garrity to Franklin blvd. I asked Mrs. Schroder this why they had an auxiliary lane going East already but not adding one now. She had no idea. They forgot basically because they are doing the widening hap hazard. For instance, this year alone we are averaging over 89,000 cars between Garrity and Franklin BLVD. In Boise, Overland had 79,213, Vista has 97,000, and Broadway has 74,600. The distances are exactly the same between exits. Why is it that we cant get the same treatment from this organization. You can not argue these facts because there from ITD's website.It literately is there data. Why cant we get you to fight for the same treatment that you give ADA County and Boise. If your unwilling to do this the Canyon County members should leave the board and ADA County could fund this group.</p> <p>Key# 20351 We have huge issue cars trying to come off the east bound exit toward the BLVD.</p>	<p>[Response from Idaho Department of Transportation]:</p> <p>Thank you for your comment. You address a number of items and we would like to address them individually.</p> <p>KN20788</p> <ol style="list-style-type: none"> 1. Why is ITD doing preliminary engineering for the Idaho Highway 16 corridor? <ol style="list-style-type: none"> a. The future ID-16 corridor will serve as a high-volume, access-controlled expressway offering a critical north-south connection in the heart of Idaho's largest metropolitan area, the Treasure Valley. b. The \$6 million investment to conduct preliminary engineering allows ITD to gather updated information for right of way acquisition, refine preliminary designs, and develop construction phasing options. This positions the Department to act quickly and efficiently when funding becomes available to finish the design, purchase right of way, and construct the corridor. 2. This money could be invested to add an auxiliary lane on westbound I-84 between Garrity Boulevard and Franklin Boulevard. <ol style="list-style-type: none"> a. As Program Manager Amy Schroeder discussed with you at the open house in July, ITD conducted a thorough analysis 	<p>Craig Allison 83607</p>	<p>Online comment form</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>I have had cars stop traffic trying to get into the turn lanes going East on the Nampa Caldwell BLVD after coming off that flying right turn exit. A third Southbound lane was supposed to be being put in on the Interchange once money was available. Why is it not on the plan? Also, How about the Ustick overpass. Ustick is in the long term plan of Caldwell to be 4 lanes. ITD has sure taken care of Boise with the Cloverdale Bridge being widen because its in the long term plan of ACHD. I will tell you this right now ITD is looking to cuts their costs and we are only going to 2 lanes because they will force us to justify it further with traffic counts. So where is the support for equality from you organization?</p>	<p>of the current and future needs of I-84 in Nampa. This study looked at traffic demand models out to the year 2030 The analysis showed there was no warranted demand for an auxiliary lane in this location.</p> <p>b. While average daily traffic (ADT) is one consideration in determining which improvements are needed, it is not the only one. An auxiliary lane serves as a connection between interchanges and is needed at locations where the volume of vehicles exiting and entering the freeway between interchanges warrants a lane. The traffic modeling does not support that this condition exists at this location. An auxiliary lane does not add through capacity.</p> <p>c. This project includes adding a travel lane from Franklin Blvd. to Karcher. This improvement better addresses the congestion in Nampa.</p> <p>d. The Department strives to make wise investment of taxpayer dollars. This means we must use the best available data to determine and prioritize the needs on the state highway system. The Department cannot justify building an auxiliary lane in this location when the engineering analysis does not support the need.</p> <p>e. Regarding traffic counts at other locations, our traffic data shows the average daily trips in the comparative locations you mentioned are:</p> <ul style="list-style-type: none"> i. I-84, Franklin Blvd to Garrity Blvd: 87,000 ADT ii. I-84, Overland to Orchard: 89,500 ADT iii. I-84, Orchard to Vista: 94,000 ADT iv. I-84, Vista to Broadway: 74,000 ADT 		
	<p>KN20351</p> <p align="center">10/04/2018</p>		<p align="right">145</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
	<ol style="list-style-type: none"> 1. A third southbound lane on the Karcher Interchange bridge. <ol style="list-style-type: none"> a. We are aware of no past/historic agreement to add another southbound lane to the bridge that crosses I-84, however operational issues at this interchange are being considered as we study the corridor from Karcher to Caldwell. This may include widening of the bridge or other improvements, depending on analysis 2. Construct a four-lane bridge at Ustick. <ol style="list-style-type: none"> a. Projected traffic data suggests additional lanes are not required on Ustick Rd until around 2040. b. While the City of Caldwell does have plans for Ustick Road to one day be a four-lane facility, they have not identified a funding mechanism to construct that expansion. No projects are currently in a planning process. Without a plan for the widening, it would not be a wise expenditure of our limited resources to build a wider bridge at this time. ITD is working with the city of Caldwell as we plan to replace the Ustick and Middleton overcrossings so that we do not preclude future expansion, however additional lanes on these two bridges will not be funded within the budget that has been established to widen I-84 from Karcher to Caldwell. c. The comparison between Ustick and Cloverdale is a helpful one. The Ada County Highway District also had plans to expand Cloverdale Road from a two-lane to a four-lane facility – expansion that is warranted based on current and future traffic data – with only a short segment either side of the bridge that had not already been expanded. When the bridge was damaged ACHD approached ITD with the opportunity to replace the bridge with additional lanes, while they took on funding the expansion of the connecting roadway. The alternative ITD considered was simply replacing the damaged 		<p style="text-align: right;">146</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
	<p>section without expanding the bridge, estimated to cost \$1.5 million.</p> <p>With the ACHD partnership, the Department is able to wisely invest in an expansion today that will serve the local users for many years to come. Regarding Ustick, ITD will continue to partner with the City of Caldwell in planning for a wider roadway and ensure our current investment will be able to be utilized as part of the future expansion of these roadways.</p> <p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>		
<p>Letter submitted by the City of Nampa and received by COMPASS. Comments are attached at the end of this document.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and COMPASS Board of Directors.</p>	<p>Mayor Debbie Kling, 83642</p>	<p>Letter</p>
<p>Can't tell you how many ITD meetings we've attended over these past 10 years re improving Hwy 55 with little/no progress. Many of us won't attend another meeting because of those empty promises. It's like hollering wolf too many times.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Chuck Stadick Cedar Park Subddivision</p>	<p>Email</p>
<p>Can you tell me if the future extension of Hwy 55 from Hwy 44/State Street to Chinden Blvd is in the TIP? If so, where can I find info on it (project description, estimated cost, planned year, etc.)? Also, is the land where this road will go already publicly owned?</p>	<p>This proposed river crossing, called the Three Cities River Crossing (3CRX), was studied for its potential to connect the intersection of State Highway 55 and State Highway 44 (State Street) on the north with US 20/26 (Chinden Boulevard) on the south. The final outcome of the environmental document was "no build." Therefore, there is no funded project in the TIP.</p> <p>Here is a bit more information on that particular project and a link to ACHD's website: http://www.achdidaho.org/Projects/proj_study_three-cities-river-crossing.aspx</p> <p>Additionally, you can find this project in the current <i>Communities in Motion 2040</i>, listed as #27 unfunded. Here is a link to that, as well: http://www.compassidaho.org/documents/prodserv/CIM2040/27_ThreeCitiesRiverCrossing.pdf</p>	<p>Arlene McCarthy</p>	<p>Email</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Letter submitted by the Idaho Conservation League and received by COMPASS. Comments are attached at the end of this document.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Austin Hopkins Idaho Conservation League Crystal Rain Conservation Voters for Idaho 83702	Letter
I see a number of "planning" projects that are being done in preparation for federal support projects. I believe that the best answer to our congestion problems here in central Idaho is a passenger rail line from Ontario, Oregon to Mountain Home. (I'd actually like to see an entire network of passenger trains from Seattle, Portland and other large Northwest US urban areas through to capitols and other larger urban areas in Idaho, Utah, Wyoming and Montana.) I don't know if ACHD would be the right place to begin this. If you know of another agency please let me know.	Thank you for your comments. Valley Regional Transit is the public transportation authority for Ada and Canyon Counties, and as such would operate any future passenger rail service. Your comments will be provided to Valley Regional Transit, the Ada County Highway District, and the COMPASS Board of Directors.	83706	Online comment form
I have a family of four girls ages 8-17. They work and play in downtown Old Eagle and we live in Two Rivers. Currently the only way for them to safely travel to downtown Old Eagle is via the greenbelt and Merrill Park which is very time consuming and inconvenient. We would also LOVE to patronize, on foot and bike, the businesses that would be more easily accessible if the Eagle Pedestrian/Bicycle bridge was constructed. This is a wonderful idea to increase safety and allow residents of Two Rivers to have better access to businesses so close to us by car, but not easily accessible on foot. It would reduce Eagle pollution/traffic and allow for a happier and safer lifestyle for Eagle residents! I am in full support of this bridge.	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form
Our family would benefit greatly by the footbridge across the Eagle river on Eagle Rd. Not only safer for them but less distraction for the auto traffic. Great initiative. Thank you.	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>The pedestrian/bicycle bridge across eagle road near the north channel of the Boise River is needed for safety of those trans-versing Eagle Road. Good idea, this should be a high priority on the TIP.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I do not believe that Linder Rd should be widened through this stretch of road as there are MANY new expensive homes that were just built there and Linder Rd is their backyards. The traffic is ALREADY horrible with speeding, etc, this would make the property values go down on these Brand New homes as the traffic would be heard even more so. There are also lots of people who use this road as recreational running, biking, and walking their dogs, and I believe it would become much more dangerous for them and myself with more traffic as the speeds are not being monitored at all at this juncture, much less with more lanes. I understand nobody wants to have construction on or near their homes, but this particular stretch of road just doesn't seem to be the answer to ease of traffic.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Natalie Anderson</p>	<p>Email</p>
<p>RH turn lanes at intersections: Incorporate flowing rh turn lanes at more intersections that turn into a zip lane of that road. With this in place traffic would flow easier and not get stacked up at stop lights and stop signs. This is used in Athens, Ga and it worked quite well.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Need to include and prioritize widening Ustick between Lake and Middleton. The City of Caldwell informed me that the only improvements on the books are a roundabout at the Middleton intersection and improvements to Ustick from Lake to Cleveland Blvd. The Ustick overpass is terrible as it the roadway linking it from Cleveland to Middleton.</p>	<p>Thank you for your comments. They will be provided to the City of Caldwell and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>I support the Eagle pedestrian Bridge project.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Key# 20841: Not a matter of if but when a tragedy will occur. We walk over this bridge regularly with our dog as vehicles zip past at 45+ mph only a few feet away without a barrier, very scary. I see families with young children on bikes riding across daily.	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form
As a homeowner resident in Eagle and living on the Island, I strongly support the funding and construction of the proposed pedestrian bridge over the north channel of the Boise River as a means to improve access to downtown businesses and the safety of pedestrians and bicyclists crossing the river.	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form
It is imperative that a safer route for pedestrians and bicyclists to cross over the north channel of the Boise river on Eagle Road be implemented. It is not IF but WHEN someone is going to be killed trying to cross the river on Eagle road. There are many residents that live on the south side of the river that want to walk into downtown Eagle to support local businesses but to do so is taking your life into your hands...When I moved here 4 years ago it was my understanding that a pedestrian bridge was already in the planning. I am shocked that this is now being proposed for 2023. I am not sure who holds the liability for the current unsafe passage but I encourage responsible authorities to fund and complete this project ASAP. Liability concerns/issues are far more costly than the proposed project!!!	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form
As a long time resident of Eagle and one who often walks along the River paths and into Town, please support the Eagle Pedestrian/Bicycle Bridge Project. You will be adding a much needed route of Safety for bicyclists and walkers alike. After-all, as you are aware, the present traffic is horrendous....and actually scary as it whizzes past you at 50 mph. Thank You in advance!	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>The pedestrian bridge across Boise River along side Hwy 55 needs to be done sooner than 2023. I've nearly been hit while transgressing the river on the shoulder. When Eagle Rd was originally widen, it was suggested to include a pedestrian crossing.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Yes - to the pedestrian bridge to cross the north channel of the Eagle River on Eagle Rd. I live on Eagle island and would definitely use this. Thanks</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please make the Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle a priority project. This is sorely needed. As it stands, cyclists and pedestrians must traverse the Eagle Rd bridge with traffic traveling 55mph. This really would enhance safety and make the community more "bikeable".</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Key # : ORN21913 I support putting covered bike facilities on campus. They are much needed. Key # : 20841: I support adding this bridge.</p>	<p>Thank you for your comments. They will be provided to Boise State University and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I am in support of the pedestrian bridge across Eagle Road. I live in Mace River Ranch and would love to walk to the restaurants and stores and would likely frequent them more if I didn't have to drive there. Crossing Eagle Road by walking is way too dangerous especially with a dog in tow.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please help make a safe crossing for pedestrians and cyclists across the north channel on Eagle Rd. Thank you.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please build the pedestrian bridge over the North channel of the Boise river in Eagle ASAP! It will be invaluable to all!!</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I would support a pedestrian bridge over the north fork of the Boise River at Eagle. This is a highly used area. I would also support ANYTHING that improves traffic flow on Eagle road around the Island Woods intersection as well as in downtown Eagle</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>The pedestrian bridge on Eagle Rd is imparative. We would love to take our family to downtown Eagle on our bikes or by walking, but as it stands we do not feel safe taking 3 small children on Eagle Rd to get across the river.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>RE: Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle 20841 2023 \$1,237 I am in support for a safer route for pedestrians and bicyclists to cross over the north channel on Eagle Road. I have lived in Island Woods for 22 years and was told for many of those years that a safer option would be build "eventually." Now is the time! Thanks for YOUR support to fund this bridge.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We would really like to have a pedestrian bridge/walkway over north fork of the Boise River on Eagle road. So many times I have thought of walking or biking to Albertsons or Walgreens, but jump in my car because I don't feel safe.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We live in Two Rivers subdivision. Like so many of our neighbors we enjoy walking and riding our bikes throughout Two Rivers. However we feel shut off from the businesses and parks north of the river because access is limited to crossing along with Hwy. 55 traffic. Please move forward soon with the pedestrian bridge. We would hate to experience a serious auto/pedestrian accident on the highway bridge while we wait for a pedestrian bridge</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616 Gary & Linda Paterson</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I would very much like to see a pedestrian/bike path crossing the north channel of Eagle road. I ride my bike often and this would allow me to feel much safer. Thank you.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I have a number of comments on the upcoming projects in the area:</p> <p>Bike Lanes - I don't think we need bike lanes on the edge of vehicle travel lanes on our major roadways. Putting the bike lanes up behind the roadway curb and gutters is a great idea; just like ACHD is doing on Cloverdale between Overland and Franklin. Even better is the design ACHD is using on Eagle Road between Victory and Amity, where the bike lane is actually a part of the sidewalk set back from the curb and gutter.</p> <p>The State Street widening plan to 6/7 lanes is great, doing the major intersections first is certainly the way to go. As the fill in sections are done in the future, I hope the outside lanes are NOT restricted to buses only; "pull out" areas for loading/unloading passengers should be maximized for them so as not to impede normal traffic flow, altho the buses should have priority.</p> <p>The Meridian Road build out plan should have it 5 lanes all the way from Cherry Lane to Chinden. Meridian Road is a major thru street connecting from Chinden all the way to I-84.</p> <p>Making Linder Road 5 lanes from Hwy-44 to Chinden should be a much higher priority than currently shown.</p> <p>Widening Eagle Road to 6/7 lanes from Franklin to Chinden has started with the north bound 1-1/2 mile section being done from Franklin to part way between Fairview and Ustick. It would seem that the cost of widening the rest is relatively low, as only minimal right of way should be required. As one of the heaviest traveled roads in the</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>83616 Mac McOmber</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>valley, it seems a high priority should be put on this.</p> <p>Chinden-Hwy 20/26: With the Costco - STAR financing of a goodly portion of Chinden in the that area, it looks like there will be 4/5 lanes on Chinden from Hwy16 east to Linder. Then there will be a 3 mile section of 2/3 lanes from Linder to Eagle. I know Chinden from Eagle to Locust Grove is on the plan for 2021 and Locust Grove to Linder in 2022; it seems they could be advanced to earlier dates in order to have a continuous 4/5 lanes from Hwy 16 to Eagle Road.</p> <p>I would hope Hwy 16 construction from Chinden to I-84 stays on ITD's radar screen.</p>			
<p>why are you widening streets to connect to I84 ? Its already crowded. Get a freeway south of Boise, Kuna, that will take traffic off I84. Area needs a 2nd freeway around town, not thru it. Thru traffic can go around. Do not widen a street and then flood it with traffic lights.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>I support the projects in the draft FY2019-2023 TIP, particularly project 20842, with widening and other improvements (such as ped and bike) to the overpass.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>
<p>Only 1 request for State Highway 45 over the next 5 years?? That's being really pro active. Between Dooley Lane in Nampa to Bowmont Road there are at least 7 east/west canal culverts that will need to be widened and 1 bridge that will have to be replaced in order to expand Hwy 45 to 5 lanes. Probably will take ITD 5 years or more to accomplish. 10 years too late. Forgot about all the utilities that will have to be moved, another 5 years. And the RTW purchases, another 5 years. Also, the environmental studies that will have to be done, 3 more years. That should put it out there to about 20 years down the road. Check out the bottlenecks this year at Lake Shore Drive, Deer Flat Road and Missouri Road and compare to next year same time.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>

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<p>Please consider grade separated intersections for major streets such as Eagle rd and Franklin, Fairview. & Ustick. This would allow thru traffic to move thru without stoplights. Turning traffic would have stoplights. I have seen this work well in several major metro areas.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>John Olden Retired PE 83714</p>	<p>Online comment form</p>
<p>My concerns that we as a community don't look at the big picture or ignore it in planning. Traffic studies don't look at "downstream" impact from one community to the next. Like FEMA and flood control cities look at each subdivision's impact but not the total sum of future run off. What I have seen is "if you approve it or build it the rest will come". Grow needs to slow down and keep up with current structure. Roads, schools, tax base. Cities like Star ignore COMPASS and other agencies recommendations so why plan if city leaders don't follow?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I think Chinden will need to be widened to handle the increased traffic. The intersection at Eagle & Chinden also is backed up considerably in the peak hours.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>After review there are a lot of really interesting projects going on. I am particularly interested in seeing continued improvement along the 184 corridor. It is also good to see continued greenbelt improvements across the valley.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Jearmy Avery 83605</p>	<p>Online comment form</p>
<p>I dug through the excel spread sheets and technical writing and it comes down to a few things.</p> <ol style="list-style-type: none"> 1. Use all the money scheduled for small projects on more important large projects. 2. Make all major roadways at least 4 lanes in Boise. Quit starting a road like Cloverdale and complete it all the way 4 lanes. People need to be able to get into Boise and out to wherever they live. There are too many bottle necks that have been created. 	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>3. Make Chinden at least 4 lanes all the way to the interstate.</p> <p>4. Make State street at least 4 lanes all the way to the interstate in Middleton.</p> <p>5. Stop fixing sidewalks and gutters and chip sealing until this is finished.</p> <p>6. Use the people and money spent on unnecessary projects and direct them on each one of these roads until you can check each one off.</p>			
<p>This area has the best signage. In places where the roads are totally confusing and are not intuitive, such as Hill Road, there are very informative signs. Each sign is very much appreciated.</p> <p>ITS seems to be a popular aspect of traffic planning. ITS components are expensive and there is very little unbiased information regarding the effectiveness of such an installation. 99% of the information available is rendered by those who will gain financially from the sales of ITS. The use of ITS will result in a huge amount of information to be mined by those who do not have the City of Caldwell's residents' best interests at heart. Regularly we hear of some system being hacked. How will the City of Caldwell ensure that there is secure communication between each vehicle and ITS? How will the city ensure that there will not be any jamming attempts by malicious vehicles? Will the malfunction of ITS leave the City of Caldwell open to lawsuits when ITS causes damage?</p> <p>Key #12484 Intersection at Centennial Way and Simplot Blvd. should not be converted to a round about. It has too much traffic to be changed into a traffic solution, which is only appropriate for a suburban low traffic situation. The majority of the traffic is either on Centennial Way or Simplot Blvd. There isn't as much on Cleveland or Blaine. It would be wiser to</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD), City of Caldwell, City of Nampa, and the COMPASS Board of Directors.</p> <p>These ITS systems are not associated with "connected" vehicle technology, but rather timing of traffic control devices. The ITS projects referenced in the TIP permit traffic signals to communicate with each other allowing a more efficient flow of traffic movements. Traffic controller devices include safe guards which will not allow all four legs of an intersection to turn green at the same time.</p>		<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>create a signaled intersection at southbound Centennial and Simplot. Northbound Centennial at the triangle park would be placed next to southbound Centennial, just north of Simplot. Cleveland Blvd., between Simplot and 2nd Ave. would become two way. Blaine St., between Simplot and 2nd Ave. would be vacated. Traffic on Blaine would need to turn left onto 2nd and then right onto Cleveland. With a traffic signal at Centennial Way and Simplot, it would be much safer for large trucks, vehicles, bicyclists and pedestrians. With a traffic signal, emergency vehicles can trigger the light to change in their favor and get through more quickly. This intersection is too important to have it jammed up with round about traffic and have the first responders stuck in traffic.</p> <p>Key # ORN22102 Franklin Blvd. and Karcher Rd. intersection needs to have a roundabout larger than most because of the heavy truck traffic in the area. The roundabout is only temporary. Once the area gets built up a bit more, it will have to be changed to a signal controlled intersection because then it will have more varied non-vehicle traffic. Europe had some of the first roundabouts. They are taking some out now and putting in signal intersections because so many bicyclists were getting hurt.</p> <p>Key # 13487 Middleton Road and Ustick Road intersection is already terrible congested. If a round about is installed, it will become even more so. Roundabouts do not function well in areas with varied vehicles. That intersection has a large number of trucks and farm implements plus the usual cars. Once the gas station is built on that corner, there will be children traveling either on foot or bicycles to go to the convenience store. There will be children hurt as they attempt to navigate the round about. This intersection is close to an elementary and middle school. Middleton Road is a major arterial for traffic parallel to I-84. When</p>	<p>10/04/2018</p>		<p>157</p>

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<p>construction is being performed on I-84, it will become more so. The other factor is human inaction. Four way stops are notorious for drivers not being sure of what to do. Roundabouts are another place where different driver personalities create mixed speeds and responses. A signal light takes that inaction or hesitation away. The first responders will not be able to get through with various vehicles plodding around in a circle. If there is a signal, the first responder vehicles can trigger the light to change in their favor.</p> <p>Thank you for allowing those who utilize the roads in the area to comment.</p> <hr/> <p>Thank you for your quick response. It is very much appreciated. It is very helpful to read a clear and detailed explanation. The possibility of lights in all directions turning green at once never occurred to me. That sure wouldn't be exactly wonderful. I am glad there are safeguards in the system.</p>			
<p>Ped/bike bridge on Eagle Rd over N. channel of Boise River- 5 years is a long time- why not a barrier between roadway and shoulder over bridge as a temporary? The standard 30" tall would be good- or even a 4ft chain link.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p> <p>The cost of the interim improvement (a barrier with curbing, candles and re-striping of the hwy) was considered by the City and the cost was estimated at \$350,000-400,000 or roughly a 40% of the cost of the permanent bridge. With limited funding and the requirement for the city to save it would take 2-3 years to construct the interim improvement (2022) and the City would still need to pursue and additional \$1+ M for the final bridge. The choice was made by the CC to pursue the full improvement over 5 years with construction in 2023. The city is actively pursuing other dollars in order to advance construction, if possible.</p>	<p>83616</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I support the bicycle/pedestrian bridge needed to safely cross the north channel of the Boise river. It will give all the families living on Eagle island and surrounding areas a safe way to cross the river. With a speed limit of 55mph on the bridge it is unsafe to try to walk or bike to any of the restaurants and businesses in downtown Eagle. There are currently over 1200 families living on Eagle Island with more under construction, we need a bridge to reach our downtown safely.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>The list and map do not include improvements to Meridian Road- north of Ustick. As is the standard in Idaho- a freeway exit road dead ends at Chinden, but bottlenecks first. The emphasis seems to be at Linder Road, which should have been the freeway access. It is difficult to understand the logic behind these decisions. Tenmile freeway access road also deadends at Chinden. Zero faith in planning of the roadways. Garrity interchange is a prime example of poor planning. Try to use this at anytime after 3p.m. on a weekday. Numerous agencies and yet all are failing. Nice work though on Highway 16- with zero access for eastbound traffic. The good news is...traffic pushes to McMillan and Ustick, so children walking to school can be mixed in with rush hour traffic. Applause to the poor planning. Perhaps this contributes to air quality issues with thousands of vehicles sitting for hours in traffic.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>I think it is a major misstep to replace the Cloverdale overpass without adding a freeway on and off ramp, or some way to add that easily in the future. Adding freeway entrances and exits at 2 of the 3 overpasses (Cloverdale / 5 mile / Maple Grove) would SIGNIFICANTLY reduce overcrowding at the Eagle exit. Has anyone tried to drive on the south side of the freeway in the last couple of years? It can take 20 minutes to get between the silverstone plaza and the freeway (maybe 1/4 mile) - both ways. I also think that the corner at Locust Grove and Victory needs to be widened. I see several near misses with either other cars and/or the light post weekly because it is such</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>83642-1639</p>	<p>Online comment form</p>

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<p>a tight turn going from EB Victory to SB Locust Grove. Given the amount of residential construction happening in south Meridian, it is going to get a lot worse very quickly.</p>			
<p>This entire comment process is so complicated and overwhelming, and presented in such visually intimidating format, that I can't imagine it will attract any meaningful comments from the average residents of this region you are hoping to attract. Thus, the few respondents you might attract with this survey instrument will be lawyers, developers, others with vested interests in the "growth industry". If you seriously want to gain input from the citizens most affected by all of these changes, this isn't the way to do it. Most everyday citizens think the process of governmental planning is too complicated, too arcane, too intimidating, and too irrelevant to their everyday lives. This sort of a "public comment process" tends to confirm those suspicions.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>David Klinger Vanishing Boise 83702</p>	<p>Online comment form</p>
<p>I wanted to comment on the lighting in the bicycle / pedestrian tunnel under the 10th st. bridge. Will it be basic lighting? Feature lighting? LED Strip? And if there is a committee to design the lighting.</p>	<p>Thank you for your comments. They will be provided to the City of Caldwell and the COMPASS Board of Directors.</p> <p>The lighting for the pedestrian underpass will include all LED lighting.</p>	<p>Mark Pemble Caldwell Young Professionals 83605</p>	<p>Online comment form</p>
<p>Comment 1. Key # : RD207-01 Project Description : Realign and widen Orchard Street from Gowen Road to I-84. I thought that the recent extension of Lake Hazel Rd East was going to be tied into either Orchard or Gowen Rd better than it was. I can't tell if this project will improve the circuitous connection or not. If it doesn't some adjustment should be considered.</p> <p>Comment 2. I thought that some PE work was going to be included to improve the narrow section of Locust Grove between Ustick and McMillen. Didn't see anything.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Jerald Heimbuch Alexandria HOA Board 83646</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Comment on Widening of Highway 55 between Sunnyslope Lane and Middleton Road. The accident rate was well articulated by my son, a radiologist in Nampa describing a high accident rate. Widening does not always insure safer driving but it should at least make vehicle to vehicle contact a little less frequent. I would not even suggest bicycle travel on Highway 55.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD and the COMPASS Board of Directors.</p>	<p>Sharon Hubler Secretary, F.A.C.T.S. 83605</p>	<p>Online comment form</p>
<p>Please proceed with the pedestrian bridge over the north channel of Eagle Rd (20841) as soon as possible. It is very dangerous the way it is now. A pedestrian bridge would give residents to the south of the river so much more access to the city of Eagle.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Angie Creasey 83616</p>	<p>Online comment form</p>
<p>This site is WAY TO COMPLICATED to use. Waste of time. I bet you are receiving 5% of the comments that people would like to make.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Michael Heinz Heinz Built Homes, LLC</p>	<p>Online comment form</p>
<p>The Eagle pedestrian bridge is badly needed before someone gets hit running across Eagle road. Thank you.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>		<p>Online comment form</p>
<p>As a resident of XXXXXX, would like to see a pedestrian/bike bridge over the river near Eagle Rd</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Deborah Nelson 83616</p>	<p>Online comment form</p>

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<p>Important for the growth that is going on. Do it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Jim Reed 83646</p>	<p>Online comment form</p>
<p>An Eagle Road Pedestrian Bridge is a much-needed safety feature!!! It is wonderful to have so many active residents in the Eagle area. Every time I have to ride my bike across Eagle bridges, it feels unsafe with the high speed and volume of traffic.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>		<p>Online comment form</p>
<p>I am in support of the Eagle Pedestrian/Bicycle Bridge Project (Draft 2019-2023).</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Ref. Key 20841: Would like to see this happen earlier than 2023. I've seen way too many kids and families walking and or riding along Hwy 55 in order to access the neighborhoods and downtown Eagle or the businesses adjacent to the neighborhoods. I worry about the safety along this corridor and the safety concern should be noted in the description.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Sharon Wiggins</p>	<p>Online comment form</p>
<p>We need a bicycle-pedestrian bridge to cross the river at Eagle road. Too dangerous as is.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>		<p>Online comment form</p>
<p>We want to communicate our strong support for the Eagle Road Bicycle/Pedestrian Bridge Project in Eagle. The current situation which requires walking on the highway shoulder for more than 800 feet is very dangerous. It is also dangerous for young children on their bikes, which is the only way for them to cross the Boise River to ride to school, the library, a city park, or even to get a shaved ice on a hot summer day. We would prefer to see it constructed sooner than 2023, but understand there is a lot of competition for this funding.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Rick Tholen 83616</p>	<p>Online comment form</p>

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<p>The project to provide pedestrian lanes across the Boise River on Eagle Road is essential before someone gets hurt or killed.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Doug O'Neil President, The Shores HOA 83616</p>	<p>Online comment form</p>
<p>Key # 20841 Bicycle and pedestrian bridge over the north channel of the Boise River in Eagle. This project is vital for safety of those using the green belt in Eagle and those who wish to walk between residential and commercial areas of town. The bridge is frightening to cross on foot with fast heavy traffic passing and no protection or sidewalk for those on foot. This project is long overdue and I am strongly in favor of it. It will get tremendous use, especially since the green belt now connects to the area and Eagle has developed substantially on both sides of the river. There needs to be a safe way for people to cross the river between their homes and the city's commercial elements.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Joyce Hemmer 83616</p>	<p>Online comment form</p>
<p>Redoing roads to include sidewalks and bike lines is always good to see. Too many roads are scary to share w/ bicycle commuters as there is no shoulder (where there is plenty of room to add more shoulder). I did not see anything in there for Columbia Rd, off of Technology Rd. This one needs a lot of work to accommodate all the development that is going on out there. Perhaps more strongly consider means of ensuring the developers pitch in for such improvements?</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Kyle Ross 83716</p>	<p>Online comment form</p>
<p>Need to widen SH-16 from SH-44 to Gem County line, due to current level of congestion.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>

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<p>Many of the neighbors along the Five Mile Corridor are disappointed to be left out of the plan. Particularly since we have more businesses at the Overland and Five Mile Intersection and half the work is already done (five lanes up to Victory), why not complete the five lanes and sidewalks up to Amity or Lake Hazel? This seems like the most inexpensive of the four projects that should have been under consideration (Maple Grove, Five Mile, Cloverdale, Eagle). Three out of the four are in the plan, but Five Mile is the most central and should be the easiest/cheapest to accomplish.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Irena Sagan Five Mile Estates 83709</p>	<p>Online comment form</p>
<p>Commuteride needs to pay for itself.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>The construction of SH16 from I-84 to US 20/26 must be raised in priority. It is our only north south expressway in the valley. It will relieve congestion on SH 55 in Eagle as well as other north/south arterials.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>

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Proposed Change to <i>Communities in Motion 2040</i>: Environmental Study on State Highway 55 in Canyon County			
<p>Do you have to do these in order to do a project?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>Yes. Agencies are [ITD is] required to consider the environmental effects of their proposed project that would include federal funds. Before proceeding with final design, right-of-way acquisition, and construction, the environmental assessment will identify any environmental consequences and evaluate alternatives to lessen or avoid the project's impacts.</p>	<p>83687</p>	<p>Online comment form</p>
<p>Development on Meridian Road and Eagle Road south of I-84 appears to be similar to the development north of I-84 on Eagle Road. Appears no one has learned from the horrible mess Eagle Road has become. Fore planning and common sense appears to be short supply.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>This is long overdue. You allowed ITD to drop \$111 on HWY 16 and only 12,885 cars a day passed by the counter. Not the 22,000 that Mrs. Schroder briefed you agency on. Now you want to do engineering adding another \$6 million. However, we had over 15,000 on hwy 55. The counter is at Indiana and we have subdivisions at Florida, Lake, and Midway being built. How is this being treated fairly by your organization? We have more cars and we can barely get an environmental impact study while you prioritize a road with millions of extra cash with less traffic.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Craig Allison 83607</p>	<p>Online comment form</p>
<p>Letter submitted by the Idaho Conservation League and received by COMPASS. Document is attached at the end of this document.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Austin Hopkins Idaho Conservation League Crystal Rain Conservation Voters for Idaho 83702</p>	<p>Letter</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>This road needs to be widened ASAP, no need for a study. Talk to families of lost loved ones who have died. Also this road is heavily used by all travelers going and coming from California and I think it's embarrassingly sad after all these 55 yrs of my life that it's still the same. 20\26 s the same as well. More people will die until these roads get improved. In the mean time I think there needs to be at each major right turn lane a section of 100ft of pavement to prevent traffic from stopping and rear end collisions.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Silvia Garcia</p>	<p>Online comment form</p>
<p>I fail to see the need for an IES for the widening of SH-55. This road section has been under designed since before the Midland IC was constructed. After complaining to the Transportation Board, recent improvements to several intersections has provided some relief. I drive this route regularly to work at Deer Flat NWR. As a major north-south route serving interstate travel and the heaviest populated cities in our region, widening SH55 is long overdue. Its major impacts would include piping or relocation of irrigation and minor loss of agricultural land; otherwise, not worth mentioning.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Why don't we consider a light train to connect the communities instead of adding more lanes to the highway? Let's step out of the last decade and into the future. Think of the reduction in pollution by elimination of commuter cars!</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes.</p>		<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Better control on growth. Make the developers foot more of the bill for the problems they are creating.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>My concerns that we as a community don't look at the big picture or ignore it in planning. Traffic studies don't look at "downstream" impact from one community to the next. Like FEMA and flood control cities look at each subdivision's impact but not the total sum of future run off. What I have seen is "if you approve it or build it the rest will come". Grow needs to slow down and keep up with current structure. Roads, schools, tax base. Cities like Star ignore COMPASS and other agencies recommendations so why plan if city leaders don't follow?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I think it is a good idea to move forward with an environmental study even if eventual construction had to be delayed.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Jearmy Avery 83605</p>	<p>Online comment form</p>
<p>You have way too many project consultants and technical writers on this project it is plain to see!</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>
<p>Who establishes I84 laws- like not driv9ng in the left passing lane? Why are people not ticked for driving well below the posted speed limit? Or for not moving over if someone is trying to pass?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>The Idaho Legislature is responsible for regulating I84 laws. HB 471 was passed in the 2018 legislative session, stating:</p> <p>"Amending Section 49-655, Idaho Code, to provide that notwithstanding any minimum speed that may be authorized and posted, no person shall operate a vehicle in the extreme left-hand lane of a controlled-access highway for a period of time that impedes the flow of other traffic traveling at a lawful rate of speed."</p> <p>https://legislature.idaho.gov/sessioninfo/billbookmark/?yr=2018&bn=H0471</p>	<p>83646</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Yes this is needed	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	Jim Reed 83646	Online comment form
Highway 44 State St and Highway 20/26 Chinden should be a top priority in widening from Caldwell to Boise. The growth in this area is tremendous and the traffic is getting really bad. Please put Hwy 16 expansion on the back burner	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	83669	Online comment form
Agree w/ the proposed change.	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	Kyle Ross 83716	Online comment form
Where's the link?	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors. The description for the proposed change to <i>Communities in Motion 2040</i> is provided in the hyperlinked portion of this question (click on the blue " <i>Communities in Motion 2040</i> ") and is also provided on the COMPASS website under "Comments and Questions." Here is a link: http://www.compassidaho.org/comm/comments.htm	83709	Online comment form
It is not nearly as important to widen SH 55 in this area as it is to complete SH 16. This money should be redirected to the completion of SH 16.	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	83686	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
FY2019 federal Program of Projects proposed for funding by Valley Regional Transit			
<p>Again, I'd like to see more passenger rail and less automobile planning. One way to do this would be to charge companies/corporations for the areas they provide for employee parking. If it becomes more cost effective to use a train or bus for individuals the need to cover more land with concrete and asphalt will be reduced. In the future we are going to need more agricultural land, green areas to provide oxygen, and less covered surface to prevent floods.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>As previously stated, I am not a fan of spending many millions more dollars on VRT. We all see many of the buses running around town with VERY few riders aboard.. When and if the ridership improves substantially. I will be there to support more \$\$\$\$. In the interim, lets look at expanding CommuterRide, in my mind a quite successful program that is USED.</p> <p>By the way, I'm skeptical of the argument that putting on more and more VRT buses will actually increase ridership/bus trip. Perhaps on a few routes, but not overall.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83616 Mac McOmber</p>	<p>Online comment form</p>
<p>Lightrail is a great plan longterm, but we don't need a particular technology to prevent us from starting with that transit future today. Dedicated bus lanes would provide many of the benefits while minimizing the initial capital required to boot up the rapid cross valley program. In Jarrett Walker's book, Human Transit, he argues that the method of transportation is secondary to the frequency with which the transit is available. We don't need rails in the ground to inspire more usage, but we do need better availability.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
All I care about is a light rail.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	83687	Online comment form
Get serious about mass transit (light rail) and plan and build transit and roads first and then allow residential and commercial devopment as it fits the transportation system. Development/developers should pay for needed rails, roads, buses and trains; not existing users and businesses. Also, set a firm and limited figure for the amount of farmland that can be taken out of agricultural use per year (say, 200 acres per year). negative	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	Dean Zeller	Online comment form
Lake Hazel Road: This plan is 5-10 years too late in completion. The City of Boise and Ada County Commissioners and developers cannot wait to over build/complete high density projects now. Therefore, when the project is completed, it will be too late. Please include requirement to delay high density projects until this element is complete. Begin improving Kuna Mora Road now instead of Lake Hazel Road.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	83709	Online comment form
Please plan for light rail from Caldwell to downtown Boise using the I84 corridors and out to the airport to the Micron exit. Please include commuter parking lots along the way. Make Chinden at least 4 lanes from Eagle Road to Caldwell I84 junction. Start bus service on Ustick, Fairview/West Cherry. And also from Meridian to Chinden via Meridian Road. Also, widen Meridian Road considering the number of apartments now being constructed at McMillan and Meridian Road. TenMile will need future considering also.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT), Idaho Transportation Department (ITD), the Ada County Highway District (ACHD), and the COMPASS Board of Directors.	83646	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>I see a number of "planning" projects that are being done in preparation for federal support projects. I believe that the best answer to our congestion problems here in central Idaho is a passenger rail line from Ontario, Oregon to Mountain Home. (I'd actually like to see an entire network of passenger trains from Seattle, Portland and other large Northwest US urban areas through to capitols and other larger urban areas in Idaho, Utah, Wyoming and Montana.) I don't know if ACHD would be the right place to begin this. If you know of another agency please let me know.</p>	<p>Thank you for your comments. Valley Regional Transit is the public transportation authority for Ada and Canyon Counties, and as such would operate any future passenger rail service. Your comments will be provided to Valley Regional Transit, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>Wish you would work with the City of Meridian to encourage public transportation there as well.</p>	<p>Thank you for your comments. They will be provided to the City of Meridian, Valley Regional Transit (VRT), and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Develop the mass transit for Caldwell to Boise. Start a rail program, the rails are already in place, just need some terminals. I am familiar with Seattle's. It took several years for the system to become profitable. But is now running at capacity every day. Six or seven trains in the AM and Same in PM. Each train has 6 cars that holds prox 150 people. Something that Treasure valley will need.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>ADA County and Treasure Valley are too small to support Valley Regional. If it can't support itself then we don't need it. I lived in NYC. 8 million people in 25 sq. miles makes sense. Several hundred thousand does not. Buses are empty and not convenient for anyone so if they can stand on their own discontinue it.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I am missing a rail system (metro) from Nampa to the Boise airport, looping to downtown and out to the Town Square Mall. How does it make sense to only rely on buses for intercounty transportation, which are (today) very infrequent and, therefore, not used.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83642</p>	<p>Online comment form</p>
<p>I am totally confused on the costs and how it is funded but I think public transportation is great. That being said if I can be afforded let's do it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Jearmy Avery 83605</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Busses in Boise need to be much smaller. They are empty most of the time or have 3 people on them. I rode a few just to see if they are used and it's crazy! Nampa will be the same!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83704	Online comment form
Waste of money until roadways are fixed.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
I was drawn to the list of subregional actions in Nampa for bicycle/pedestrian, replacement of vehicles for Canyon County and the newer stops in Middleton and College of Western Idaho. Appreciate the COMPASS view of Canyon County.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Sharon Hubler Secretary, F.A.C.T.S. 83605	Online comment form
There must be improvement. Please push this.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jim Reed 83646	Online comment form
Can't tell what they do.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
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Comments on the Air Quality Conformity Demonstration for Northern Ada County

<p>Letter submitted by the Idaho Conservation League and received by COMPASS. Comments are attached at the end of this document.</p> <p>Three specific questions were raised in the letter:</p> <p><u>Question 1.</u> Tables 2, 4, 6, and 9 in COMPASS' Air Quality Conformity Demonstration (AQCD) show vehicle emission estimates based on MOVES modeling. Appendix B of the AQCD describes the assumptions made when calculating these estimates. With regards to fuel supply and formulation, Appendix B states, "national default fuel supply inputs were used for all source types." We request that COMPASS clarify what the national default standards are (i.e. – provide a numeric value that was utilized, if possible).</p> <p><u>Question 2.</u> Further, we are curious if COMPASS included consideration of our current administration's efforts to roll back fuel economy standards, known as CAFE standards. The fuel economy of vehicles is directly related to their emissions of numerous harmful pollutants, including PM10, NOx, VOCs, and CO. Our concern is that the MOVES modeling performed for this demonstration may no longer be accurate if input assumptions were based on previous projections of increasing fuel economy standards.</p> <p><u>Question 3.</u> In addition, earlier this year we saw efforts by the Idaho Legislature to significantly reduce vehicle emission testing in the Treasure Valley. While this effort ultimately was unsuccessful, we are curious if COMPASS has performed any modeling or analysis of air quality conformity based on a scenario where vehicle emission testing was reduced.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p><u>Response to Question 1:</u> The fuel supply and fuel formulation default data are part of the MOVES program. Each conformity analysis year requires the appropriate fuel supply and formulation input data; therefore, no one numeric value exists. Each fuel related inputs required to run MOVES consist of 12 worksheets, each one for a specific purpose. Based on your request, COMPASS will post these MOVES input files to the COMPASS Air Quality Conformity web page (www.compassidaho.org/prodserv/aq-demo.htm) within the next 30 days. We will email you when the files have been uploaded. We will also add a link to these files in Appendix B in both the final Air Quality Conformity Demonstration for the FY2019-2023 TIP and final Air Quality Conformity Demonstration for <i>Communities in Motion 2040 2.0</i> (and future conformity documents) when this is complete.</p> <p><u>Response to Question 2:</u> Regarding discussions to change the CAFE standards: The MOVES modeling is based on existing environmental laws, regulations, and standards; therefore, scenarios regarding potential changes to those standards are not part of the modeling process. When these laws, regulations, and standards change, model inputs and assumptions are updated as appropriate to reflect those changes.</p> <p><u>Response to Question 3:</u> COMPASS did not run any modeling analyses based on discussions in the 2018 legislative session regarding changes to emissions testing.</p>	<p>Idaho Conservation League 83702</p>	<p>Letter</p>
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Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Use electrical light rail and people movers where possible...and propane combustion as necessary.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
The best way to improve air quality will be to increase rail and bus services. The bus system is poorly designed. I live near Morris Hill cemetery and worked at Boise State. Because the bus routes only intersect at the downtown terminal it would more than triple the time needed to drive from my home to Boise State. We need a bus system that has more transfer points so that not everyone has to go downtown to transfer. I've lived in other major university towns that had such systems and they made taking the bus instead of driving easy (Madison, WI and Iowa City, Iowa). We need better answers that just wider roads and streets.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	83706	Online comment form
Northern Ada County has always been subjected to increased air pollution due to the mountainous topography and the direction of air movement. The source of this pollution originates as far away as eastern Oregon. Therefore, ANY increase in vehicular traffic, based on population growth, NOT highway improvements, will add to air pollution. Studies mandated by the federal government will only confirm this. Not much can be done except tighten emissions and provide realistic and feasible public transportation.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
Cars cannot sit on the freeway or in traffic idling, that increases our pollution level. Boise sits against the hills so the pollution control needs to start in treasure valley.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83651	Online comment form
With over growth comes pollution. I have lived in NYC, Los Angles and traveled the world. People bring pollution. To date no solution that works other than controlling population works. We are seeing it already.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Gary Smith Star Community Updates 83669	Online comment form
I say based on that information we need to continue to closely monitor emissions test and start looking at ways to possible reduce emissions in future projects.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jearmy Avery 83605	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
How many agencies does it take to blow funds in every direction but forward?	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
This link immediately above, "Air Quality Conformity Demonstration", took me to another page and I lost all my prior comments. It troubles me COMPASS is requesting comments limited to how it words its own questions. The questions assume that these are the only relevant concerns? I don't have any time now to redo my comments above. I moved here from Oahu, Hawaii two years ago. I was there for 35 years. They have a major problem with transit, which has only been exacerbated by the city's rail project. In addition, the cost-overruns and project delays have been a tremendous burden on the economy there. I am a good resource for information on rail, and the contacts I have there can outline the pitfalls of using a 19th century technology in the 21st century. https://fee.org/articles/5-reasons-to-neglect-transit/	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Guy Monahan 83616	Online comment form
Very important for health and future of living conditions in Meridian	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jim Reed 83646	Online comment form
Better air quality improvements would come from banning F## jets from the Boise Airport.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form



Sara M. Baker, President
Rebecca W. Arnold, Vice President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner
Paul Woods, Commissioner

September 11, 2018

Matt Stoll, Executive Director
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the DRAFT FY2019-2023 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. The draft TIP supports the maintenance policy of Communities in Motion 2040 by dedicating a steady funding source for maintenance projects within the Boise Urbanized Area. The TIP aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for system expansion projects. Through experience, ACHD has found that maintenance projects are an efficient use of valuable federal funds, and they support ACHD's efforts to sustain the public's infrastructure in a "very good" condition for motorists, cyclists and pedestrians.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2019-2023 TIP:

- As the local project partner, ACHD strongly supports ITD's accelerated replacement of the damaged Cloverdale Bridge in 2019 (KN 20842).
- The addition of the ITD Freight Program funding for ACHD's ITS and Advanced Signalization projects (ORN22100) will improve safety and freight movement in Ada County.
- ACHD fully supports the two State Tax Anticipated Revenue (STAR) capacity improvement projects on US 20/26 from SH-16 to Tree Farm Way (ORN21864), programmed in FY2021, and from Tree Farm Way to Linder Road (ORN21858), programed in FY2019. These improvements will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways.
- ACHD is pleased to see State Highway Safety funding advance from PD to FY2023 for the widening of SH-44, between Star Road and SH-16 (KN20574), and for the widening of SH-44 from SH-16 to Linder Road (KN 20266). These capacity projects will benefit the growing cities of Eagle and Star.
- The advancement of all FY2025 Capital Maintenance Phase I and II projects (ORN21896 and ORN21898) and FY2023 Capital Maintenance Phase I and II projects (KN20259 and KN 19993) supports ACHD's efforts to use STP-TMA funds for maintenance projects. The conversion of

FY2019 Capital Maintenance Local (ACHD funds) to Phase III (STP-TMA) proves the concept of annually designing a maintenance project to federal standards with local funds.

- ACHD is glad to see that the pedestrian safety project for US 20/26 at 43rd Street (ORN20578) has been advanced.
- Commuteride Replacement Vans (KN 20136a) funding in PD supports ACHD's efforts to maintain the Commuteride fleet in good condition for all users. The continued support of the Rideshare program both in FY2022 (KN20792) and FY2023 (ORN22015), and in PD(ORN15914) is valuable to Ada County commuters.
- ACHD appreciates the inclusion or advancement of locally funded and regionally significant ACHD road widening projects (RD202-17, RD209-28 and RD207-33).

ACHD is encouraged to see the number of capacity projects on the local state highway system, and the amount of federal funding ITD has successfully applied for and received. These improvements to the regional highway system are critically needed and help relieve congestion on the local network. ACHD will keep working with its city and county partners, COMPASS and ITD to plan for necessary capacity improvements in growth areas across the county.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,



Sara M. Baker
ACHD Commission President

Cc: COMPASS Executive Committee



August 20, 2018

Mr. Matt Stoll
Executive Director
Community Planning Association of Southwest Idaho
700 Northeast Second Street, Suite 200
Meridian, ID 83642

RE: Draft Fiscal Year 2019-2023 Regional Transportation Improvement Program

Dear Mr. Stoll,

Please accept this letter as the City of Nampa's (City) comment to the Community Planning Association of Southwest of Idaho (COMPASS) Draft Fiscal Year 2019-2023 Regional Transportation Improvement Program (TIP).

The comment is specifically concerning the Idaho State Highway (SH) 16 design project. The City greatly appreciates the Idaho Transportation Department (ITD) programming this important project. Once the SH 16 project is constructed between US 20 and I-84 it will provide another needed north south connection in the Treasure Valley and improve the mobility of the entire region. In reviewing the proposed alignment, it is noted there is not a southern leg of the interchange at I-84 to complete the conductivity of McDermott Road. The City requests that ITD consider a southern leg to the interchange as the connection will allow for the continued growth of Nampa in the southeast corner of the City's impact area.

The City is committed to needed improvements for McDermott Road to tie into a southern ramp off I-84.

Sincerely,

Debbie Kling
Mayor



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208.345.6933 • PO Box 844, Boise, ID 83702 • www.idahoconservation.org

August 29, 2018

Community Planning Association of Southwest Idaho
700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

Submitted via e-mail: info@compassidaho.org

RE: COMPASS Comment period on Regional Transportation Improvement Program,
proposed change to Communities in Motion 2040, Air Quality Conformity
Demonstration, and FY2019 Federal Program of Projects

Dear COMPASS Staff:

Thank you for the opportunity to provide comments on transportation plans and projects for Ada and Canyon Counties. Below are comments submitted on behalf of the Idaho Conservation League and Conservation Voters for Idaho. We look forward to seeing these plans and projects implemented, and we appreciate COMPASS' work to reduce traffic, maintain good air quality, and preserve the quality of life in the Treasure Valley.

Should you have any questions, please don't hesitate to contact any of the undersigned.

Thank you,

Austin Hopkins
Idaho Conservation League
ahopkins@idahoconservation.org
208.345.6933 x23

Crystal Rain
Conservation Voters for Idaho
crystal@cvidaho.org
208.342.1264 x103

RE: ICL and CVI comments on Regional Transportation Plans and Projects August 1 - August 30, 2018

Regional Transportation Improvement Program

At this time we do not have detailed comments for any specific project included in the TIP. However, we wish to share our appreciation for COMPASS' consideration of environmental justice as part of developing the TIP.

Proposed change to Communities in Motion 2040 – Canyon County SH 55 Project

According to the U.S. Fish & Wildlife Service's (USFW) Information for Planning and Consultation (IPaC) online database, the project area along SH 55 includes a number of threatened or endangered species as well as the presence of wetlands (Appendix A). The proposed study should consider the impact from widening this section of SH 55 on each of these species. This list is not exhaustive though, and we would encourage the study authors to also consult with Idaho Fish and Game to ensure all potentially affected species are considered as part of the study.

We appreciate seeing discussion around public transportation and walking/biking as well. In the coming years, this region is likely to see significant development occur. We would encourage the study to research and develop programs aimed at educating and communicating with new residents on alternative forms of transportation. Increasing utilization of alternative transportation would cut down on traffic, prolong working conditions of roadways, and help to improve air quality.

Air Quality Conformity Demonstration

Tables 2, 4, 6, and 9 in COMPASS' Air Quality Conformity Demonstration (AQCD) show vehicle emission estimates based on MOVES modeling. Appendix B of the AQCD describes the assumptions made when calculating these estimates. With regards to fuel supply and formulation, Appendix B states, "national default fuel supply inputs were used for all source types."

We request that COMPASS clarify what the national default standards are (i.e. – provide a numeric value that was utilized, if possible). Further, we are curious if COMPASS included consideration of our current administration's efforts to roll back fuel economy standards, known as CAFE standards. The fuel economy of vehicles is directly related to their emissions of numerous harmful pollutants, including PM₁₀, NO_x, VOCs, and CO. Our concern is that the MOVES modeling performed for this demonstration may no longer be accurate if input assumptions were based on previous projections of increasing fuel economy standards.

In addition, earlier this year we saw efforts by the Idaho Legislature to significantly reduce vehicle emission testing in the Treasure Valley. While this effort ultimately was unsuccessful, we are curious if COMPASS has performed any modeling or analysis of air quality conformity based on a scenario where vehicle emission testing was reduced.

RE: ICL and CVI comments on Regional Transportation Plans and Projects August 1 – August 30, 2018

Appendix A

RE: ICL and CVI comments on Regional Transportation Plans and Projects August 1 = August 30, 2018

10/04/2018

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IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Canyon and Owyhee counties, Idaho



Local office

Idaho Fish And Wildlife Office

☎ (208) 378-5243

📠 (208) 378-5262

1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Snails

NAME	STATUS
Snake River Physa Snail <i>Physa natricina</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/305	Endangered

Flowering Plants

NAME	STATUS
------	--------

Slickspot Peppergrass *Lepidium papilliferum*

Threatened

There is **proposed** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/4027>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME)

SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Brewer's Sparrow <i>Spizella breweri</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9291	Breeds May 15 to Aug 10
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Dec 31
Golden Eagle <i>Aquila chrysaetos</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/1680	Breeds Dec 1 to Aug 31
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Long-billed Curlew <i>Numenius americanus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5511	Breeds Apr 1 to Jul 31
Marbled Godwit <i>Limosa fedoa</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31

Sage Thrasher *Oreoscoptes montanus*

Breeds Apr 15 to Aug 10

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
<https://ecos.fws.gov/ecp/species/9433>

Willet *Tringa semipalmata*

Breeds Apr 20 to Aug 5

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Willow Flycatcher *Empidonax traillii*

Breeds May 20 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
<https://ecos.fws.gov/ecp/species/3482>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

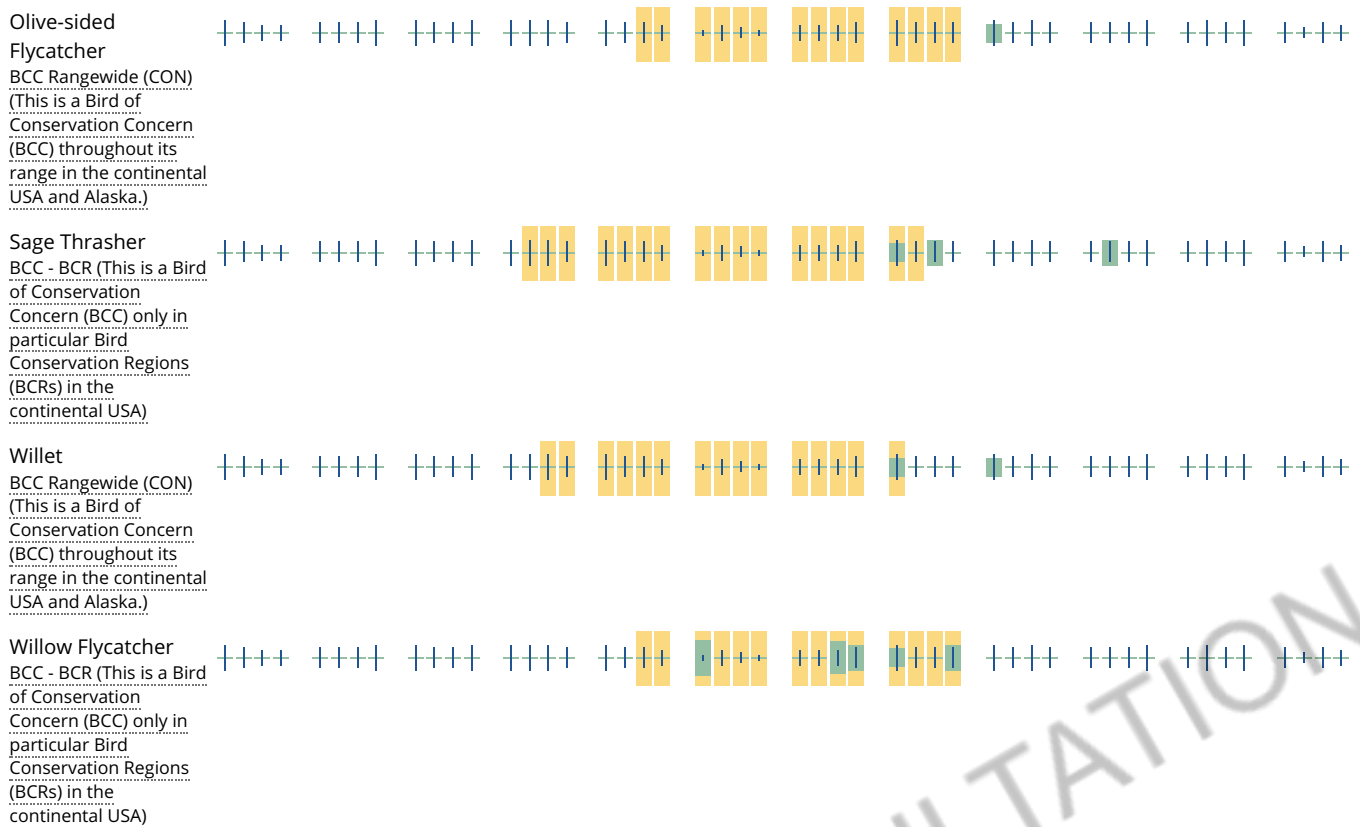
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

Wildlife refuges and fish hatcheries

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

[PEM1Cx](#)
[PEM1C](#)
[PEM1F](#)
[PEM1/USC](#)
[PEM1A](#)

FRESHWATER FORESTED/SHRUB WETLAND

[PSS1A](#)
[PFO1Ah](#)
[PFO1Ch](#)
[PSS1C](#)
[PSS1Cx](#)
[PFO1A](#)

FRESHWATER POND

[PUBHh](#)
[PAB4/UBHr](#)
[PUBHr](#)
[PUBH](#)
[PUBHx](#)
[PUBFh](#)

LAKE

[L2EM2Fh](#)

RIVERINE

[R3UBH](#)
[R4SBCx](#)
[R4SBCr](#)
[R5UBFx](#)
[R5UBH](#)
[R4SBC](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus,

detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.