

DRAFT



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

FY2020-2026 Regional Transportation Improvement Program

Report No. 01-2020

Adopted by the COMPASS Board of Directors on xx

Resolution No. TBD

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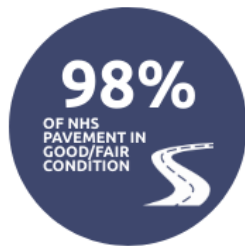
IN A NUTSHELL

TOTAL BUDGETED FOR TRANSPORTATION IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

TOTAL BUDGETED OVER SEVEN YEARS

\$767,817,000*

*INFLATED COSTS



More information available starting on page 19.

INTRODUCTION

A Regional Transportation Improvement Program (TIP) is a short-range (seven-year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The State Transportation Improvement Program (STIP) is the state's short-range capital improvement program. The 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, Idaho Department of Environmental Quality, Golden Gate Highway District No. 3, Idaho Transportation Department (ITD), Valley Regional Transit (VRT), and the Cities of Boise, Caldwell, Eagle, Garden City, Greenleaf, Kuna, Melba, Meridian, Middleton, Nampa, Notus, Parma, Star, and Wilder.

The TIP must be consistent with the regional long-range transportation plan, [Communities in Motion 2040 2.0](#)¹ (CIM 2040 2.0). The COMPASS Board of Directors adopted CIM 2040 2.0 on December 17, 2018.

The first four years of the TIP are of particular interest since these years are considered "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning stage to the implementation stage. Per federal regulations, information on the status of projects in the first year of the previous TIP will be posted [online](#)² by the end of each calendar year.

This document includes all federally and state-funded projects and those non-federally funded projects deemed "regionally significant" for air quality purposes in Ada County (see Section VII 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. 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 (Figure 1).

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

² Annual Listing of Projects: <http://www.compassidaho.org/prodserv/transimprovement.htm#Annual>

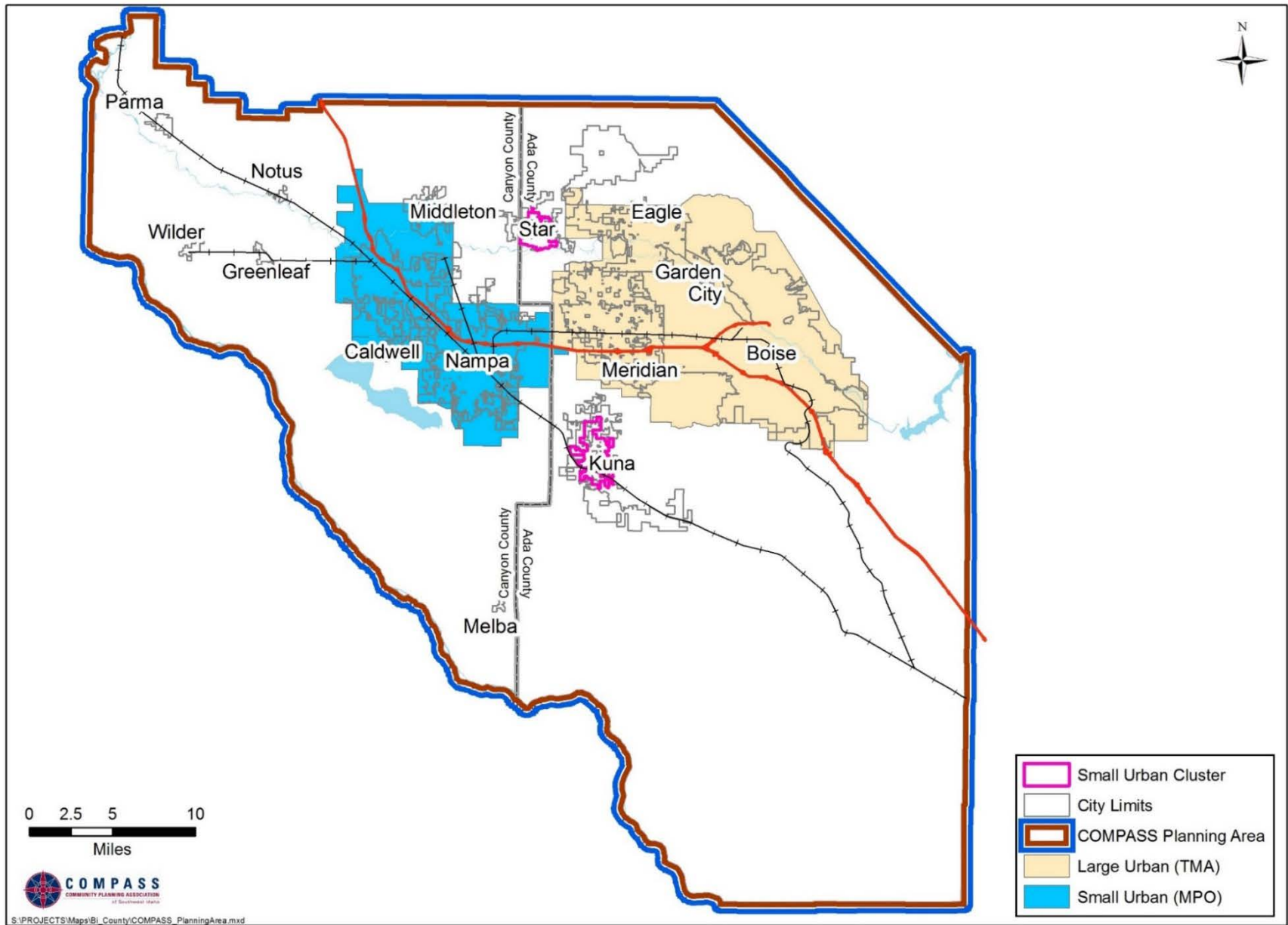


Figure 1: COMPASS Planning Area

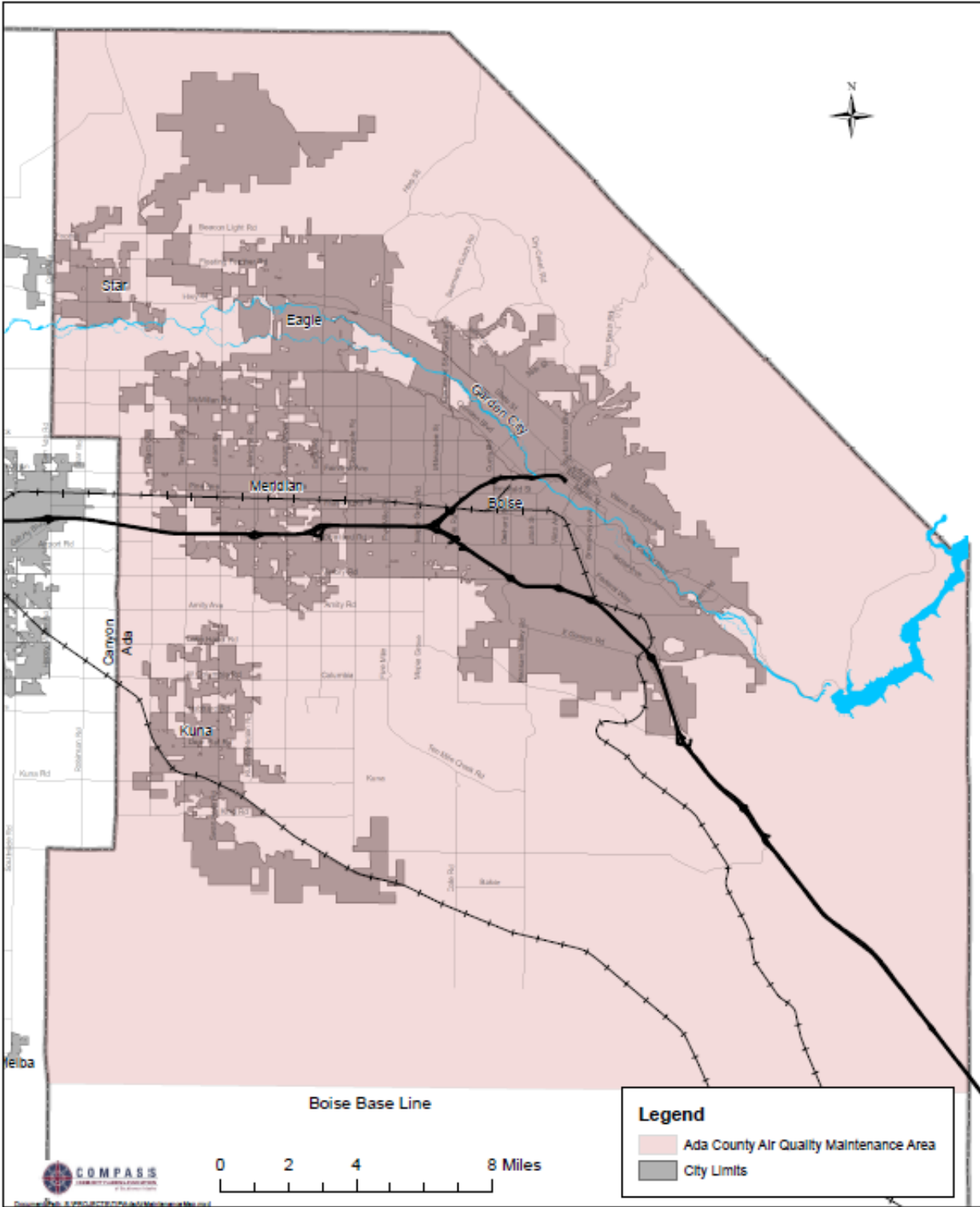


Figure 2: Northern Ada County Air Quality Maintenance Area

The Ada County air quality “maintenance area” encompasses the entire area of Ada County north of the Boise Baseline (Figure 2) (above), which is an imaginary line located seven miles south of the City of Kuna. Northern Ada County is a maintenance area for two air pollutants – coarse particulate matter (airborne dust and other particulates; referred to as “PM₁₀”) and carbon monoxide. Northern Ada County violated the federal standards for these pollutants in the 1980s and early 1990s, and has been in compliance ever since. Plans are in place to ensure the area maintains its compliance with these standards.

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

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

II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP update begins approximately 16 months prior to its final approval. This effort includes requesting input from local governments in the Boise and Nampa Urbanized Areas, local governments outside of the urbanized areas within Ada and Canyon Counties, and the general public. Public outreach efforts are guided by, and comply with, requirements and recommendations outlined in the COMPASS Public Participation Plan (Chapter 2 of the [COMPASS Integrated Communication Plan](#)³).

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

Local Government Input. COMPASS staff met with elected officials and local government staff in Ada and Canyon Counties to solicit their desired transportation projects for inclusion in this document from August through December 2018.

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

³ COMPASS Integrated Communication Plan:
http://www.compassidaho.org/documents/comm/FINAL_2018_COMPASS_Integrated_Communication_Plan.pdf

in the COMPASS Funding Application Guide, and federal performance measure targets.

30-Day Public Comment Period. Public comment on the draft FY2020-2026 TIP project list was solicited from August 7 through September 5, 2019. The public comment period was promoted through the COMPASS [website](#)⁴, COMPASS social media accounts, online community calendars, a news release, newspaper advertisements, legal notices, email, postcards, and 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 (VRT)..." 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 FY2020 federal Program of Projects proposed for funding by VRT, were available on the "[Comments and Questions](#)" webpage⁵ from August 7 through September 5, 2019.

Public comment materials posted online included the detailed and basic project lists, the major changes list, VRT's FY2020 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.

Open House. COMPASS hosted one open house: Tuesday, August 13, 2019, 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.



Figure 3: COMPASS Open House

⁴ COMPASS website: www.compassidaho.org

⁵ COMPASS "Comments and Questions":
<http://www.compassidaho.org/comm/comments.htm>

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:

- Ada Community Libraries
 - Hidden Springs Branch
 - Lake Hazel Branch
 - Star Branch
 - Victory Branch
- Boise City Libraries
 - Boise Main Library
 - Bown Crossing Branch
 - Cole and Ustick Branch
 - Collister and State Branch
 - Hillcrest Branch
- Caldwell Public Library
- Canyon County Courthouse
- COMPASS office
- Eagle City Hall
- Eagle Public Library
- Garden City Public Library
- Greenleaf City Hall
- Kuna Public Library
- Meridian Library District
 - Cherry Lane Branch
 - Silverstone Branch
- Melba City Hall
- 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* on three dates: August 7, August 8, and August 9, 2019.

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

- *Idaho Statesman*: August 7, August 12, and August 29, 2019
- *Idaho Press*: August 7, August 12, and August 29, 2019
- *Kuna Melba News*: August 7, August 21, August 28, 2019
- *Meridian Press*: August 9, August 23, and August 30, 2019

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

The advertisement features the COMPASS logo (Community Planning Association of Southeast Idaho) and the tagline "Working together to plan for the future". The main heading is "Comment Now! Transportation Projects". The text states: "COMPASS requests your feedback on:" followed by three bullet points:

- Transportation projects in the draft FY2020-2026 Regional Transportation Improvement Program (TIP).
- The air quality conformity demonstration for Northern Ada County for projects in the draft TIP.
- The FY2020 federal Program of Projects proposed for funding by Valley Regional Transit (VRT). The COMPASS public participation process is being used to satisfy VRT's urbanized area formula grant program of projects public outreach requirement.

 A section titled "Review and submit comments: August 7 – September 5, 2019" lists:

- Online at www.compassidaho.org
- COMPASS: 700 NE 2nd St., Ste. 200, Meridian
- Libraries/other public facilities (listed online)
- Open house: Tuesday, August 13, 2019; 3:00pm – 7:30pm; local agency presentations at 6:00pm

 At the bottom, it provides contact information: "Questions? Contact 208/855-2558 or info@compassidaho.org. Personas que necesitan asistencia, llamar al número 208/855-2558 con 48 horas de aviso."

Figure 4: Newspaper advertisement

News Release. COMPASS distributed a news release notifying the public of the comment period and open house; the news release was sent to local and regional media on August 7, 2019. One [news article](#) (Idaho Press⁶, August 11, 2019) 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 7, 2019, to interested individuals who prefer to be contacted via US Mail.

Flyer. COMPASS created a flyer ([English](#)⁷ and [Spanish](#)⁸) advertising the TIP public comment period and open house; the flyers were distributed to 24 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.

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

- [Facebook](#)⁹: COMPASS posted information about the public comment period 9 times from August 7 – September 5, 2019. These Facebook posts resulted in a total audience reach of 695 and 28 engagements.
- [Twitter](#)¹⁰: COMPASS tweeted information about the public comment period 17 times from August 7 – September 5, 2019. These tweets resulted in a total of 10,648 viewer impressions and 260 engagements.
- [Instagram](#)¹¹: COMPASS posted information about the public comment period 9 times from August 7 – September 5, 2019. These posts resulted in 46 engagements.
- [Executive Director's Blog](#)¹²: 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, "Budgeting – What comes to mind?" The blog was posted on August 20, 2018.
- Nextdoor: COMPASS sent information about the public comment period to 6 member agencies to post on their Nextdoor accounts on August 6, 2019.

⁶ News article (reposted on COMPASS website):

http://www.compassidaho.org/documents/comm/articles/2019/COMPASS_asks_for_public_comment_on_proposed_projects.pdf

⁷ Flyer (English):

http://www.compassidaho.org/documents/prodserve/trans/FY19/FY2026_PubCom/Flyer_English.pdf

⁸ Flyer (Spanish):

http://www.compassidaho.org/documents/prodserve/trans/FY19/FY2026_PubCom/Flyer_Spanish.pdf

⁹ Facebook: www.facebook.com/compassidaho

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

¹¹ Instagram: www.instagram.com/compassidaho/

¹² COMPASS Executive Director's Blog: www.compassidaho.blogspot.com

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

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

Brochure. COMPASS staff updated a brochure explaining the TIP; the [English](#)¹³ and [Spanish](#)¹⁴ 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. In addition, the COMPASS website has a Spanish translation option, allowing for translation of all web content.

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

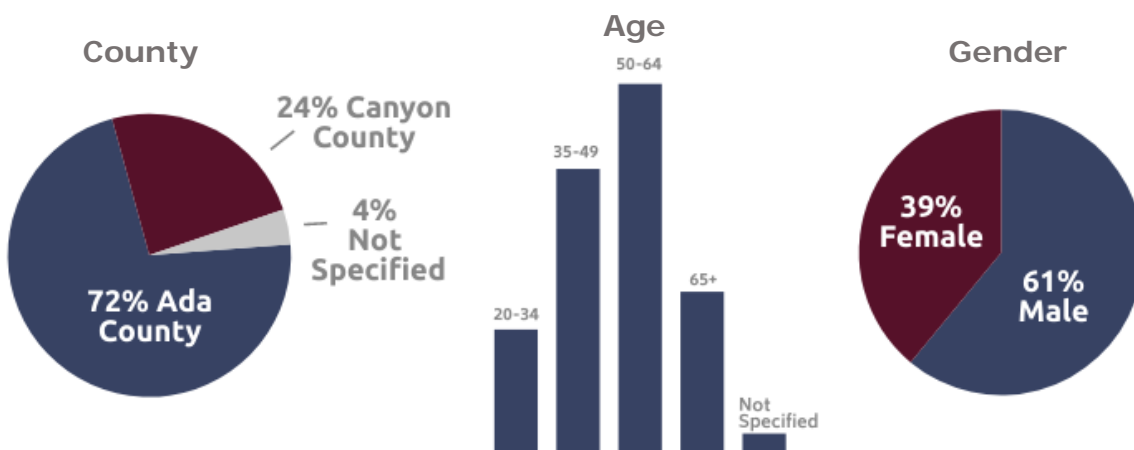


Figure 5: Public comment demographic data

¹³ Brochure (English): http://www.compassidaho.org/documents/prodserv/trans/FY19/Brochure_FY20-26_English_Final.pdf

¹⁴ Brochure (Spanish): http://www.compassidaho.org/documents/prodserv/trans/FY19/Brochure_FY20-26_Spanish_Final.pdf

Disposition of Comments. All comments were provided to RTAC and the COMPASS Board of Directors. Comments related to specific projects or studies were forwarded to the appropriate agencies. The disposition of individual comments is included with the verbatim comments 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.

III. PROJECT SELECTION

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

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

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

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

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

Percentage splits of remaining funding:

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

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

Application process:

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

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

Additional information about the application process and project selection can be found on the Resource Development and Funding [web page](#)¹⁵ under the COMPASS Application Guide.

IV. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process (CMP) is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. It is a systematic, cyclical, and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and identifies strategies for mitigating congestion and achieving regional transportation goals and objectives. These mitigation strategies include Transportation Demand Management, traffic operations improvements, Intelligent Transportation Systems (ITS), public transportation improvements, and, when necessary, adding system capacity.

As a part of the CMP, COMPASS uses the National Performance Management Research Data Set (NPMRDS) to develop the Congestion Management Annual Report, which shows where and when congestion is occurring in the Treasure Valley. These reports are available on the [Congestion Management Process](#)¹⁶ web page. This information helps COMPASS and its member agencies prioritize projects for congested areas and select which types of congestion mitigation strategies to apply. However, the data are limited and not available for every corridor. Figure 6

¹⁵ COMPASS Application Guide:

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

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

shows a map of the corridors where NPMRDS data are provided, highlighting the ten most congested roadway segments in Ada and Canyon Counties for 2018.

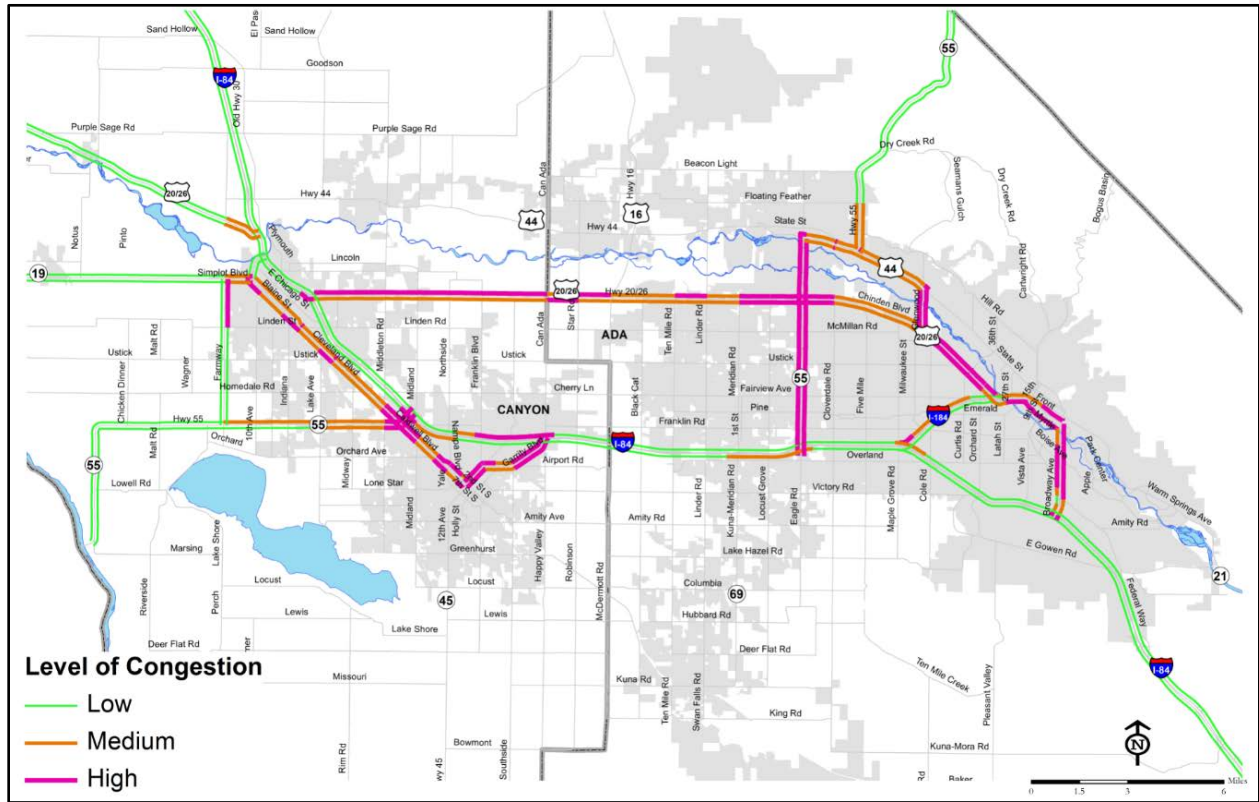


Figure 6: Most Congested Roadway Segments (greater than 0.5 miles) in Ada and Canyon Counties (Peak hour, 2018, roadways with NPMRDS data only)

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

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

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

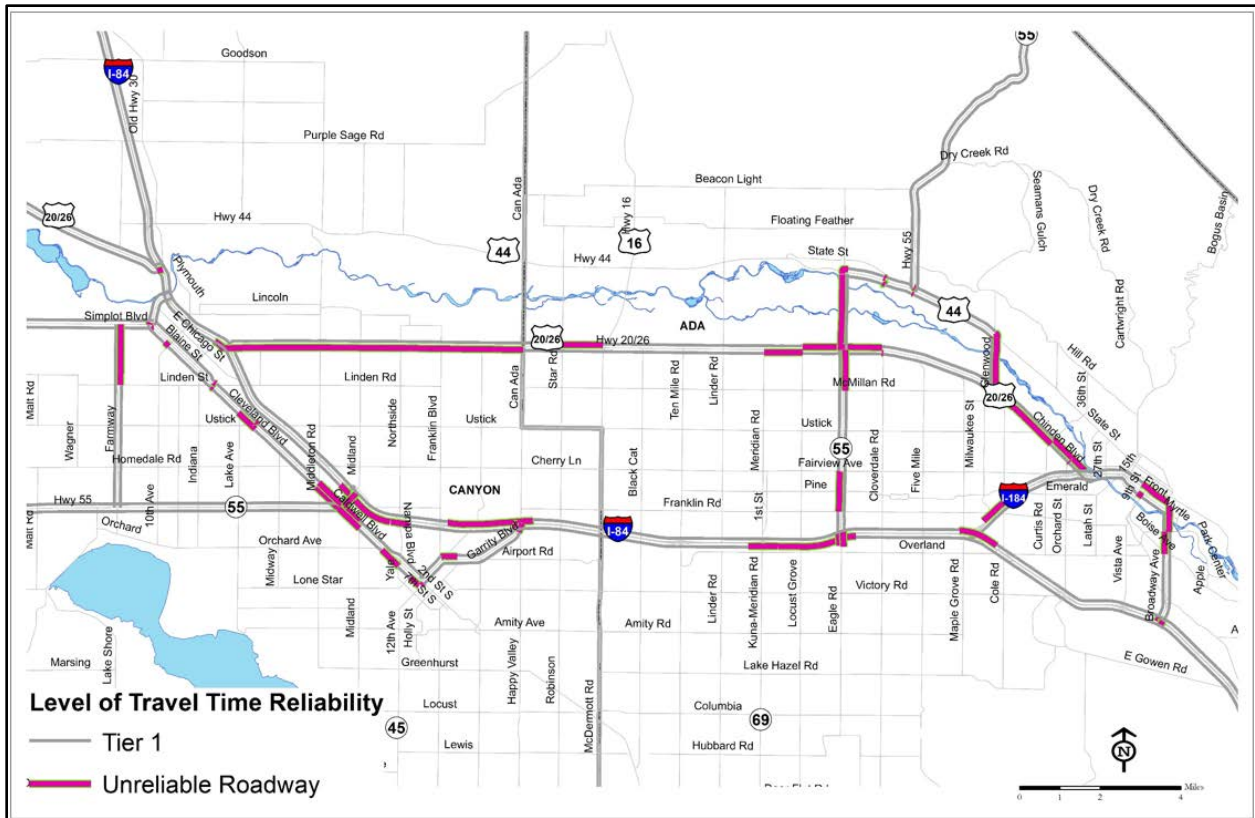


Figure 7: 2018 Level of Travel Time Reliability

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

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

ITD

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

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

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

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

Grant Anticipation Revenue Vehicle (GARVEE)

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

Transportation Expansion and Congestion Mitigation (TECM)

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

TECM funds are limited to the state highway system for projects selected by the Idaho Transportation Board, based on mitigation of traffic times, improvement to traffic flow, and mitigation of traffic congestion.

Sales Tax Anticipated Revenue (STAR)

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

Congestion Mitigation/Air Quality (CMAQ)

ITD receives approximately \$13 million of CMAQ funds per year, of which \$3 million are set-aside for two areas in non-attainment of the National Ambient Air Quality Standard for fine particulate matter (2.5 microns in diameter or less; called "PM_{2.5}"): the Cache Valley area in southeast Idaho and the Pinehurst area in north Idaho; neither of which is in the COMPASS planning area. However, ITD does not use these CMAQ funds, which is allowed by federal regulation. ITD holds these funds, which will eventually lapse or be returned to FHWA if a rescission occurs.

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

Local Agencies

ACHD

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

ACHD's [Strategic Plan 2035](#)¹⁸ includes two priority focus areas: (1) maintenance and safety and (2) system enhancements to address congestion. According to the ACHD [FY2019-2023 Integrated Five Year Work Plan](#)¹⁹ (IFYWP), system enhancements in the form of widening a roadway are only intended to reach a corridor's "buildout" – the maximum number of lanes planned for a particular roadway. [ACHD's Master Street Map](#)²⁰ defines this for each road. Once a road reaches its maximum number of lanes, no more lanes will be added. Congestion may still increase as land uses develop, which may require other measures to maximize efficiency of the network.

When a corridor is widened, ACHD's policy follows a two-step approach:

1. Improve intersections first to take full advantage of corridor capacity prior to mainline widening.
2. Widen corridors sequentially (from one end to the other) when traffic conditions warrant the widening.

City of Nampa

According to the City of Nampa's [Citywide Transportation Plan](#)²¹, the city needs more than 100 capital improvement projects over the next 25 years; however, the cost of these projects is much more than projected city revenues. Traffic levels have increased due to the city's large growth rate and new development. Increased traffic has led to congestion, increased travel times, and associated problems.

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

¹⁹ ACHD IFYWP:

https://www.achdidaho.org/Documents/IFYWP/2019_2023/FullPlan_1923IFWYP.pdf

²⁰ ACHD Master Street Map:

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

²¹ City of Nampa Citywide Transportation Plan (2012): https://id-nampa2.civicplus.com/DocumentCenter/View/653/transportation-plan---adolpted-april-2012_cmprsd?bidId=

Development Impact Fees

ACHD and the City of Nampa use impact fee programs under [Idaho Code 67 Chapter 82](#)²². The Idaho Development Impact Fee Act allows collection of fees from developers to cover the costs associated with the new developments. Existing transportation deficiencies are covered with other resources.

The City of Nampa is currently updating its transportation plan. During development of the plan, the shortage of funding was clear. One preliminary recommendation was to increase the city's impact fees, which was discussed and approved by the City Council in March 2019, and took effect in July 2019. As the city determines a project list for new funds generated through new impact fees, updates will be provided.

Current Projects in the FY2020-2026 TIP

Approximately 10.5 miles of roadway and 4 intersections with high or moderate congestion, as identified in the Congestion Management Annual Report, are budgeted for improvements in the FY2020 – 2026 TIP; additional improvements are budgeted that are classified as low congestion or not classified in the Congestion Management Annual Report. The total cost of projects that are expected to improve congestion is over \$410,000,000. Table 1, below, highlights all of the projects in the TIP categorized under the congestion management strategies listed above.

Table 1: Projects in the FY2020-2026 TIP by CMP Strategy (as of September 2019)

Key No	Project Name	Level of Congestion /Unreliable	Funds*	Total Cost
Additional System Capacity				
IN203-14	Cole Road, I-84 to Franklin Road, Boise	Moderate	Local	\$1,349,000
IN205-97	Cole Road, McGlochlin Street to Victory Road, Boise	Low	Local	\$9,634,000
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	N/A	Local	\$4,797,000
RD216-04	Eagle Road, Lake Hazel Road to Amity Road, Meridian	Low	Local	\$7,459,000
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County	High/ Unreliable	GARVEE	\$169,697,000
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County	Low	GARVEE and State	\$17,800,000
RD202-17	Linder Road, Cayuse Creek Drive to US 20/26 (Chinden Boulevard), Meridian	N/A	Local	\$574,000
RD213-16	Linder Road, Franklin Road to Pine Avenue, Meridian	N/A	Local	\$2,267,000
RD209-28	Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle	N/A	Local	\$6,706,000
RD202-18	Linder Road, Ustick Road to McMillan Road, Meridian	N/A	Local	\$3,025,000

²² Idaho Code 67 Chapter 82:

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

Key No	Project Name	Level of Congestion /Unreliable	Funds*	Total Cost
RD207-01	Orchard Street, Gowen Road to I-84 On-Ramp, Boise	Low	Local	\$6,066,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Moderate	TECM	\$9,663,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Low	TECM	\$8,200,000
13349	SH-55 (Eagle Road), Meridian Towne Center, Meridian	High	STAR	\$5,145,000
21867	SH-55 (Karcher Road), Midway Road to Middleton Road, Nampa	Moderate	TECM	\$6,210,000
12048	South Cemetery Road, Highland Drive to Willow Creek, Middleton	N/A	STP-U and Local	\$3,469,000
RD202-31	Ten Mile Road, McMillan Road to US 20/26 (Chinden Boulevard), Meridian	N/A	Local	\$3,427,000
RD202-32	Ten Mile Road, Ustick Road to McMillan Road, Meridian	N/A	Local	\$7,501,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	High/ Unreliable	TECM	\$34,625,000
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	High/ Unreliable	TECM	\$12,950,000
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	High/ Unreliable	TECM and STP-TMA	\$13,372,000
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	Moderate	STAR	\$25,027,000
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	High/ Unreliable	HSIP	\$5,550,000
Transportation Demand Management				
13494	Old Highway 30, Plymouth Street Bridge, Caldwell**	N/A	Bridge and STP-U	\$10,700,000
22070	Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa	N/A	TAP-U	\$539,000
22050	Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa	N/A	TAP-U	\$533,000
20542	Pedestrian Improvements, SH-55 (Eagle Road), Franklin to Pine, Meridian	N/A	TAP-TMA	\$595,000
Traffic Operation Improvements/ITS				
13484	Centennial Way Roundabout, Caldwell	High	STP-U	\$3,358,000
13486	Colorado and Holly, Signal and Pedestrian Improvements, Nampa	N/A	STP-U and Local	\$1,567,000
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	Low	Freight	\$1,644,000
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	Moderate	Freight	\$5,774,000
22132	Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa	N/A	STP-U and Local	\$429,000
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	Moderate	STP-U	\$2,922,000
22101	Peckham Road Intersections, Canyon County***	N/A	Freight	\$399,000
20428	SH-21, Technology Way to Surprise Way, Boise	Low	HSIP	\$5,150,000
13476	SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle****	High (#8)	NHPP	\$8,006,000

Key No	Project Name	Level of Congestion /Unreliable	Funds*	Total Cost
Public Transportation Improvements				
19464c	Transit - Acquisition of Service, Canyon County, VRT	N/A	FTA 5310 SU	\$94,000
19983	Transit - Fixed Line Service, Rural Areas, TVT	N/A	FTA 5311	\$3,946,000
19464b	Transit - Purchase of Service, Rural Areas, TVT	N/A	FTA 5310 R	\$268,000
Total				\$410,437,000

*Funding sources (including acronyms) are available in Section IX.

*Project will build a new two-lane bridge to replace a one-lane bridge. The one-lane bridge will convert to a pedestrian facility.

**Intersection improvements to accommodate truck traffic.

***CFI = Continuous Flow Interchange.

Additional Projects

Local Expansion for Public Transportation

In FY2020, the City of Boise committed to increasing its contribution to VRT to improve service and fund capital replacements (i.e., buses, equipment, and facilities). The City of Eagle and Ada County are providing additional funding to increase service within the City of Eagle, and the City of Meridian is providing funds to start a fixed-line service within the city. The City of Meridian's increased contribution for FY2020 will expand the bus fleet; new fixed-line service is expected to begin in FY2021. Because these budget enhancements were not finalized until FY2020 local jurisdiction budgets were adopted, they are not yet reflected in the VRT budget forecasts. The expanded service is not shown in the TIP because the funds are local, and not considered regionally significant.

Other Congestion-Related Projects Not Included in the TIP

- ACHD budgeted improvements for 22 road and intersection projects in the FY2019-2023 IFYWP at locations that are at level of service F.
- Canyon Highway District No. 4 has budgeted intersection improvements at Indiana Avenue and Homedale Road in FY2020.
- Canyon Highway District No. 4 and the City of Caldwell are planning a multi-lane roundabout to replace a four-way stop sign at Middleton Road and Linden Road in FY2021.
- Nampa Highway District No. 1 budgeted roundabouts at Happy Valley Road and Victory Road and at Midland Road and Ustick Road, as well as a new traffic signal at Middleton Road and Cherry Lane in FY2020.
- Local agencies throughout the Treasure Valley have budgeted funding to maintain and expand the active transportation system. Table 2 reports how much progress is being made on various measures for active transportation.

Table 2: Progress on the Active Transportation System

Performance Measure	2017	2018	2040 Target
Percentage of Bicycle Lanes per Arterial Roadway Mile	17.9%	21.3%	>25%
Percent of Sidewalks per Roadway Mile	52%	53.02%	>50%
Miles of Trails and Pathways	565	576	>754

V. TIP ACHIEVEMENT

Each project funded in the TIP supports one or more COMPASS performance measures as identified in CIM 2040 2.0; many projects also support federally required performance measures. COMPASS identifies in the TIP which performance measure(s) each project supports. This helps ensure all projects receiving federal funds support the goals and vision of CIM 2040 2.0 and/or federally required performance measures.

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

COMPASS Performance Measures

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

There are 56 performance measures in CIM 2040 2.0. To streamline reporting, the 56 performance measures were grouped into 13 "Achievement Categories." The entire list of performance measures is posted [online](#)²³. Table 3 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 3: TIP Achievement Categories

TIP Achievement Category	Example of Type of Projects	CIM 2040 2.0 Performance Measures
Maintenance	<ul style="list-style-type: none"> Projects to maintain the current transportation system (roadway chip seals, rehabilitation, or replacing a public transportation vehicle) 	*
Transportation Infrastructure	<ul style="list-style-type: none"> Bridge repair or rebuild Bus or van replacement Increase bus service 	1-3, 10-13
Congestion Reduction/System Reliability	<ul style="list-style-type: none"> Add park and ride spaces Increase vanpool service Increase opportunities to walk and ride bicycles 	4-9, 26-29

²³ COMPASS Performance Measures: <http://www.compassidaho.org/documents/prodserv/PerformanceMeasuresBoardofficial.pdf>

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

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

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

Table 4: Criteria for TIP Achievement Categories

TIP Achievement Category	Criteria*
Maintenance**	<p>Does the project:</p> <ul style="list-style-type: none"> Improve a roadway using preventive maintenance techniques such as an overlay, thin lift overlay, or micro seal? Maintain vehicles for public transportation (such as oil changes, tires, or engine overhaul)? Replace a vehicle for public transportation?
Transportation Infrastructure	<p>Does the project:</p> <ul style="list-style-type: none"> Improve a "functionally obsolete" bridge back to functional condition? (PM 1) Improve a "structurally deficient" bridge back to quality condition? (PM 2) Improve public transportation vehicles to extend vehicle life (PM 3) or provide new public transportation vehicles? (PM 10-13)
Congestion Reduction/ System Reliability	<p>Does the project:</p> <ul style="list-style-type: none"> Improve capacity on the transportation network? (PM 4-6, 9) Add park and ride spaces? (PM 7) Add vanpool vehicles? (PM 8) Add a bus route or improve quality of service? (PM 10-13) Add, improve, or plan for bicycle or pedestrian infrastructure? (PM 26-29)

TIP Achievement Category	Criteria*
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 designated Major Activity Center? (PM 33) An infill area²⁴ (see map)? (PM 34)
Housing	Does the project increase access to additional employment by: <ul style="list-style-type: none"> Improving congestion on a roadway considered "medium congestion" or "high congestion" based on the most recent travel time index²⁵? (PM 38)
Community Infrastructure	Is the project: <ul style="list-style-type: none"> Within city limits? (PM 41) Within a city area of impact? (PM 42)
Health	Does the project improve bicycle and/or pedestrian infrastructure: <ul style="list-style-type: none"> Within ¼-mile of a park, school, or grocery store? (PM 44-47)
Open Space	Does the project improve bicycle or pedestrian access to or build: <ul style="list-style-type: none"> A trail and/or pathway²⁶? (PM 50) The greenbelt? (PM 51) Parks or open space? (PM 53)
Farmland	Does the project: <ul style="list-style-type: none"> Include widening roadways adjacent to farmland? (PM 56)
Support***	Does the project: <ul style="list-style-type: none"> Provide support, such as planning, staff salaries, or operations of public transportation?

*PM = performance measure

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

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

To further report on the support of CIM 2040 2.0 performance measures, Table 5 provides an analysis of the distribution of funding and number of projects across all TIP achievement categories. A project may meet the goals of up to five different performance measures. These measures are not weighted, but are divided based on the number of performance measures for each project. For example, if a project

²⁴ COMPASS webpage for infill area map:

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

²⁵ COMPASS webpage for travel time index:

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

²⁶ COMPASS webpage for sidewalks and multiuse pathways map:

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

meets the goals of two performance measures, 50% of the project cost is reported for each measure.

Table 5: Analysis of TIP Achievement (as of September 2019)

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Maintenance	38	\$95,500,000	21.72%
Support	29	\$76,362,000	17.37%
Community Infrastructure	48	\$50,974,000	11.59%
Transportation Safety	48	\$49,048,000	11.16%
Congestion Reduction/System Reliability	37	\$48,535,000	11.04%
Freight Movement and Economic Vitality	20	\$38,656,000	8.79%
Transportation Infrastructure	21	\$30,137,000	6.85%
Farmland	19	\$24,966,000	5.68%
Health	21	\$8,065,000	1.83%
Environmental Sustainability	18	\$7,095,000	1.61%
Housing	10	\$6,569,000	1.49%
Open Space	8	\$2,563,000	0.58%
Land Use	5	\$1,207,000	0.27%
	Total	\$439,677,000	100.00%









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

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

Federal Performance Measures

The last two federal transportation authorization bills, the *Moving Ahead for Progress in the 21st Century* (MAP-21) and *Fixing America's Surface Transportation* (FAST) Acts, placed an emphasis on performance-based planning and programming. 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 COMPASS Board of Directors chose to assist ITD in obtaining federal targets on a statewide basis, rather than to set specific regional targets. Projects that help improve conditions to meet statewide targets are represented in the TIP project list with icons. Table 6 shows the federal target areas and deadlines for reporting, with currently-approved targets highlighted in gray.

Table 6: Federal Performance Measures

Icon in TIP Project List	Targets	MPO Target Deadline (updates)	Reporting Deadline
	Safety	February 2018 (annually)	May 2018
	Transit Asset Management	October 2018 (annually)	October 2018
	Pavement Condition	November 2018 (every four years)	May 2019
	Bridge Condition		
	Level of Travel Time Reliability	November 2018 (every four years)	
	Freight Movement		
	Congestion Mitigation Air Quality – Emissions		
	Congestion Mitigation Air Quality – Traffic Congestion	November 2022 (biennially)	May 2023

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



Safety

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

RTAC received updated statewide safety targets on February 27, 2019, which seek to improve upon the benchmark five-year statewide average (2013-2017) (Table 7), taking into account population growth trends. While the current approved target (grey) is for the years 2015-2019, projects in the FY2020 -2026 TIP will help ITD reach future targets (shown through 2022, below).

Table 7: Idaho Statewide Safety Targets

Idaho	Benchmark					
	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022
Fatalities	223	230	243	249	247	245
Serious Injuries	1,293	1,292	1,290	1,287	1,285	1,283
Fatalities by VMT*	1.33	1.35	1.40	1.41	1.38	1.36
Serious Injury by VMT*	7.74	7.59	7.43	7.30	7.21	7.13
Non-Motorist Fatalities and Serious Injuries	117	120	120	120	120	120

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

The following projects with an emphasis on safety (Table 8) are included in the FY2020-2026 TIP. Only projects shown between FY2020 and FY2024 are included in the analysis, as projects beyond FY2024 are considered preliminary. An analysis is provided regarding how each project is expected to decrease overall crashes, as this is the finest level of analysis staff is able to determine at this time. Reduction in overall crashes based on measures reported in the Crash Modification Factors (CMF) Clearinghouse, which contains predictive data based on studies of similar projects across the nation, will result in reduction of fatalities and serious injuries as well, which are the actual targets.

Overall, projects that emphasize safety in the FY2020-2026 TIP are projected to reduce the number of crashes of all severities by 646 in Ada and Canyon Counties. Almost \$360 million is budgeted towards projects with safety benefits.

Table 8: Analysis of Safety Projects in the FY2020-2026 TIP (as of September 2019)

Key Number	Project*	Total Cost	Safety Improvement**	Expected % change based on CMF data***	Expected actual change in crashes****
20841	Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle	\$1,520,000	Bicycle and pedestrian bridge	N/A	N/A
13484	Centennial Way Roundabout, Caldwell	\$3,416,000	Install multi-lane roundabout	Decrease KABC crashes 63%	-25 crashes
13486	Colorado and Holly, Signal and Pedestrian Improvements, Nampa	\$1,567,000	Install traffic signals	Decrease KABC crashes 22%	-2 crashes
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	\$4,886,000	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-16 crashes
22102	Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa	\$1,644,000	Construct dual lane offset roundabout	Decrease KABC crashes 45%	-3 crashes
22103	Franklin Boulevard, Freight Improvements near 3rd Avenue North, Nampa	\$5,774,000	New signalized intersection and other intersection improvement	N/A	N/A
21999	Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa	\$1,121,000	Install traffic control signal, pedestrian crossings, and a raised median	Decrease all crashes 93%	-147 crashes
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County	\$169,697,000	Widen road	Decrease KABC crashes 30%	-160 crashes
13492	Linder Road and Deer Flat Road Intersection, Kuna	\$4,513,000	Install bicycle lanes, curb, and gutter	Decrease all crashes 29%	-10 crashes

Key Number	Project*	Total Cost	Safety Improvement**	Expected % change based on CMF data***	Expected actual change in crashes****
RD202-17	Linder Road, Cayuse Creek Drive to US 20/26 (Chinden Boulevard), Meridian	\$574,000	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-1 crash
RD213-16	Linder Road, Franklin Road to Pine Avenue, Meridian	\$2,267,000	Install bicycle lanes, curb, and gutter	Decrease all crashes 39%	-15 crashes
RD202-18	Linder Road, Ustick Road to McMillan Road, Meridian	\$3,025,000	Install bicycle lanes, curb, and gutter	Decrease KABC crashes 39%	-7 crashes
20613	Lone Star Road and Middleton Road, Intersection Improvements, Nampa	\$1,515,000	Install traffic signal	Decrease KABC crashes 22%	-<1 crash
20143	Main Street, Avenue A to Avenue C, Kuna	\$2,597,000	Improvements include crosswalks, bulb-outs, and lighting	Decrease ALL crashes 65%	-5 crashes
20430	Middleton Road and Cornell Street, Intersection Improvements, Middleton	\$308,000	Convert to "mini-roundabout"	Decrease KABC crashes 18%	-1 crash
13487	Middleton Road and Ustick Road, Roundabout, Caldwell	\$2,973,000	Construct roundabout	Decrease KABC crashes 35%	-4 crashes
RD207-01	Orchard Street, Gowen Road to I-84 On-Ramp, Boise	\$6,185,000	multi-lane roundabout, sidewalk and bike lanes	Decrease KABC crashes by 35%	-23 crash
20639	Pathway, Fairview Avenue Greenbelt Ramp, Boise	\$215,000	New multi-use ramp to greenbelt	N/A	N/A
22076	Pathway, Grimes Pathway, Nampa	\$264,000	Extend pathway	N/A	N/A
13918	Pathway, Rail with Trail, Meridian	\$726,000	Install multi-use pathway	N/A	N/A
22070	Pathway, Stoddard Pathway, Amity Avenue to Sherman Avenue, Nampa	\$539,000	Extend pathway and install rapid flashing beacon	N/A	N/A
22050	Pathway, Stoddard Pathway, Iowa Avenue to Amity Avenue, Nampa	\$533,000	Extend pathway	N/A	N/A
22101	Peckham Road Intersections, Canyon County	\$399,000	Turning movements for trucks	N/A	N/A
13964	Peckham Road, US-95 to Notus Road, Canyon County	\$3,720,000	Install sidewalks, curb, and gutter	Decrease All crashes 11%	-3 crashes

Key Number	Project*	Total Cost	Safety Improvement**	Expected % change based on CMF data***	Expected actual change in crashes****
20549	Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City	\$220,000	Install pedestrian hybrid beacon	Decrease KABC crashes 15%	-<1 crash
20537	Railroad Crossing, Benjamin Lane, Boise	\$326,000	Install crossing signal	Decrease all crashes 79%	0
20358	Railroad Crossing, Lemp Lane, Canyon County	\$260,000	Install signal and gates	Decrease all crashes 98%	-98 crashes
20355	Railroad Crossing, Look Lane, Caldwell	\$590,000	Add signal and gates	Decrease all crashes 98%	0
19875	Railroad Crossing, North Linder Road, Meridian	\$525,000	Install crossing signals and gates	Decrease all crashes 99%	-1 crash
20606	Railroad Crossing, Old Fort Boise Road, Canyon County	\$255,000	Install gates	Decrease all crashes 67%	0
ORN22460	Railroad Crossing, SH-19, Greenleaf	\$110,000	Install gates and lights	N/A	0
20428	SH-21, Technology Way to Surprise Way, Boise	\$5,250,000	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	\$8,144,000	Construct a partial (½) continuous flow intersection (CFI)	N/A	N/A
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	\$9,833,000	Widen road	Decrease all crashes by 66%	-3 crashes
20574	SH-44 (State Street), Star Road to SH-16, Ada County	\$8,350,000	Widen road	Decrease KABC crashes 30%	-1
13349	SH-55 (Eagle Road), Meridian Towne Center, Meridian	\$5,145,000	Widen road	Decrease KABC crashes 26%	-157 crashes
20245	SR2S, VRT, Ada County - FY2021 and FY2022	\$344,000	Education	N/A	N/A
20493	SR2S, VRT, Ada County - FY2023	\$168,000	Education	N/A	N/A
21910	SR2S, VRT, Ada County - FY2024-20253	\$397,000	Education	N/A	N/A
22030	SR2S, VRT, Canyon County - FY2020	\$65,000	Education	N/A	N/A
22031	SR2S, VRT, Canyon County - FY2021	\$65,000	Education	N/A	N/A

Key Number	Project*	Total Cost	Safety Improvement**	Expected % change based on CMF data***	Expected actual change in crashes****
RD202-32	Ten Mile Road, Ustick Road to McMillan Road, Meridian	\$7,501,000	Install curb, gutter, sidewalk	Decrease all crashes by 61%	-10 crashes
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	\$35,313,000	Widen road	N/A	N/A
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	\$12,950,000	Widen road	N/A	N/A
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	\$13,372,000	Widen road	Decrease KABC crashes by 70%	-19 crashes
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	\$25,027,000	Widen road and install raised medians	Decrease KABC crashes 19%	-13 crashes
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County	\$5,658,000	Widen road	Decrease KABC crashes 19%	1
Total Cost and Projected Reduction in Crashes		\$359,846,000			-646 crashes

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



Transit Asset Management

On August 26, 2019, the COMPASS Board of Directors adopted a position to support regional transit asset management targets for "state of good repair" established by VRT (Table 9).

Table 9: VRT - Transit Asset Management Targets

Asset Category	Performance Measure	FY19 Target	FY19 Actual	Variance	FY20 Target
Rolling Stock	Age - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	27.59%	27.68%	-0.09%	24.67%
Equipment		15.38%	12.70%	2.69%	12.70%
Facilities	Condition - % of facilities with a condition rating below 3.0	40.00%	42.86%	-2.86%	42.86%

Grey highlight = current target

In January 2019, the VRT Board of Directors approved a Transit Asset Management Plan (a “TAM Plan”), with an overall goal for all assets to reach a minimum score of at least 2.5 (on a scale of 0-5), bringing the asset inventory to an acceptable level of condition. VRT estimates the total cost of bringing all those assets into a state of good repair is approximately \$35 million. The FY2020-2026 TIP includes almost \$23 million budgeted to improve or add capital assets in Ada and Canyon Counties between FY2020 and 2023. With these programmed funds, VRT will address approximately half of the need for transit asset replacement below the minimum 2.5 score, leaving approximately \$17 million in deferred transit asset replacement.

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

Projects listed in Table 10 emphasize transit asset management (state of good repair) included in the FY2020-2026 TIP. The costs are shown only for FY2020-2023, as the TAM Plan is based on a four-year horizon. The TAM Plan is posted on VRT’s [website](#)²⁷ (under Resources).

Table 10: Analysis of Transit Asset Management Projects, FY2020-2023 (as of September 2019)

Key Number	Project	Asset Category	Total Cost FY2020-2023	Total Required Local Match
20136a	Commuteride, Van Replacements, Canyon County – FY2019-2021	Rolling Stock	\$580,000	\$116,000
19380a	Transit - Nampa Transit-Oriented Development, Design and Property, TVT*	Facilities	\$860,000	\$172,000
20136d	Transit - Nampa Transit-Oriented Development, Property, TVT*	Facilities	\$649,000	\$129,800
19464e	Transit - Replacement Vehicle, Parma Senior Center, VRT	Rolling Stock	\$68,000	\$13,600
20136b	Transit - Vehicle Replacements, Rural Areas, TVT	Rolling Stock	\$195,000	\$39,000
18788	Transit Asset Management, Boise Area	Rolling Stock, Equipment, Facilities	\$1,443,000	\$288,600
19122	Transit Asset Management, Boise Area	Rolling Stock, Equipment, Facilities	\$2,776,000	\$555,200
NEW	Transit Asset Management, Boise Area, VRT	Rolling Stock, Equipment	\$3,750,000	\$750,000
19057	Transit Asset Management, Boise Area - FY2020	Rolling Stock, Equipment, Facilities	\$1,575,000	\$115,605
18905	Transit Asset Management, Boise Area - FY2021	Rolling Stock, Equipment, Facilities	\$1,573,000	\$115,458

²⁷ Transit Asset Management Policy: <https://www.valleyregionaltransit.org/about-us/>.

Key Number	Project	Asset Category	Total Cost FY2020-2023	Total Required Local Match
19763	Transit Asset Management, Boise Area - FY2022	Rolling Stock, Equipment, Facilities	\$1,541,000	\$113,109
19950	Transit Asset Management, Boise Area - FY2023	Rolling Stock, Equipment, Facilities	\$1,510,000	\$110,834
18781	Transit Asset Management, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$5,652,000	\$1,130,400
20136e	Transit Asset Management, Nampa Area, VRT	Rolling Stock, Equipment, Facilities	\$359,000	\$71,800
13906	Transit Asset Management, Nampa Area, VRT - FY2020	Rolling Stock, Equipment, Facilities	\$159,000	\$11,671
*Not included in the VRT TAM plan.			Total	\$22,690,000 \$3,733,077



Pavement Condition

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide pavement condition targets established by ITD, which is to maintain a certain percentage of pavement on the NHS in “good” condition, as well as maintain a minimum percentage of pavement in “poor” condition (Table 11).

Table 11: FY2018 Pavement Conditions and FY2022 Targets

Type of Roadway	Pavement Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2022 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 [website](http://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=e9a08e5fccbd4eea8e5fd5f615fe4a5b)²⁸. Figure 8, below, is an excerpt of this map showing segments that are in good (green), fair (yellow), or poor (red) condition.

²⁸ 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.

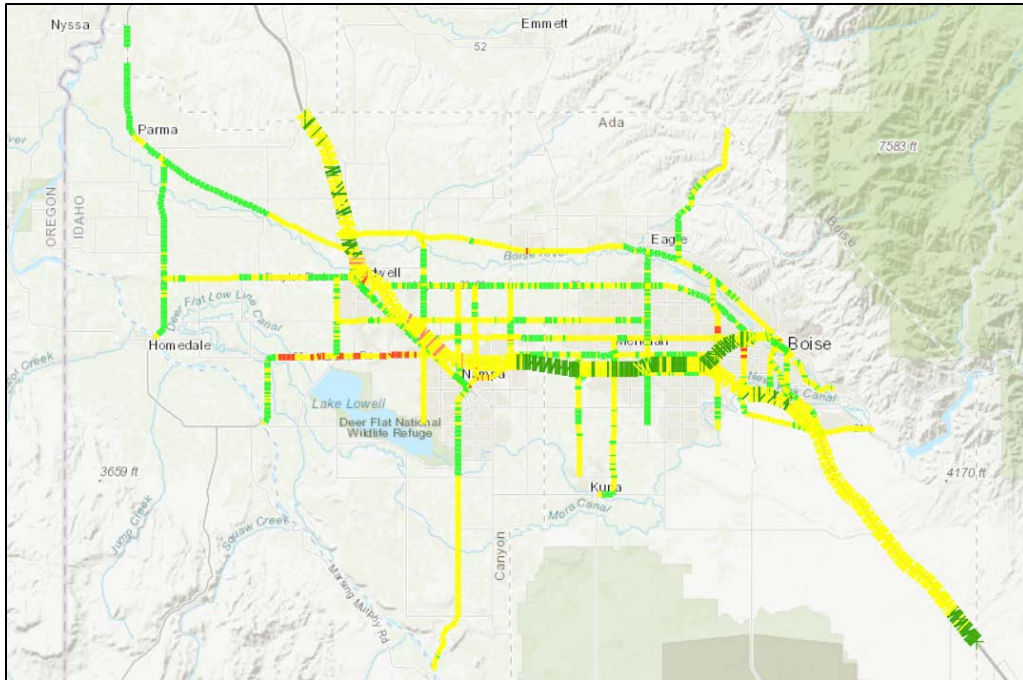


Figure 8: 2017 Interstate and Non-Interstate Pavement Condition, NHS

Pavement condition targets aim to keep a certain percentage of pavement in good condition. It is less costly to keep roads in good condition than to repair roads in poor condition. Costs increase exponentially when more involved treatments are needed to repair them. Figure 9 provides general information about how pavement management, such as chip sealing and payment overlays, save money over time.

Prevention Saves Costs

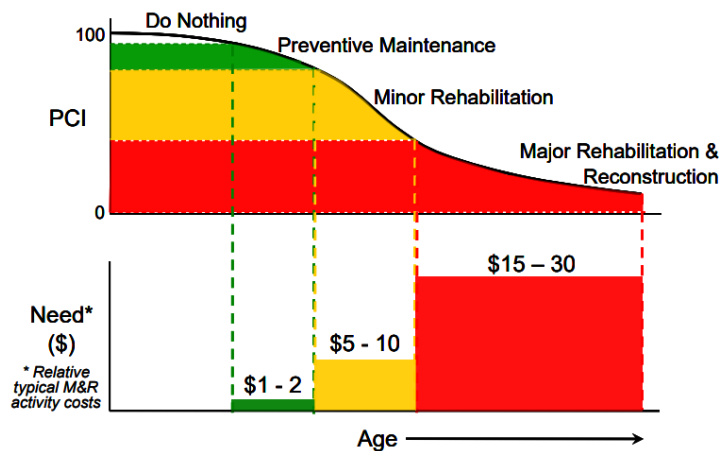


Figure 9: Pavement Asset Management Cycle (graphic from David Hein, PE, ARA, used with permission)

COMPASS currently does not have the tools to estimate exactly how projects will accomplish overall pavement condition goals. However, projects are selected by ITD and local agencies to strategically produce the best treatment for dollars

available. Many projects shown in the TIP are “placeholders” for pavement management work. Since projects in the TIP start five years or more from the date they are added, the local agency selects the segments of roadway that are most appropriate for the funding when the design phase begins. Through projects in the FY2020-2026 TIP (Table 12), local agencies plan to spend over \$43 million on pavement condition improvements on non-interstate local roadways and ITD plans to spend over \$31 million on interstate and non-interstate pavement condition improvements. In addition, local agencies also plan to fund maintenance projects with local funds.

Even with \$43 million budgeted for non-interstate local pavement improvements in the TIP and additional local funds for pavement improvements, local agencies report deferred maintenance estimated at \$131 million in Ada and Canyon Counties.

Table 12: Analysis of Projects that Improve Pavement Condition on the NHS, FY2020-2023 (as of September 2019)

Key Number	Project	Roadway Type*	Total Project Cost**
18728	Capital Maintenance, Phase 1, Boise Area – FY2020	Non-Interstate	\$5,804,000
18701	Capital Maintenance, Phase 1, Boise Area – FY2021	Non-Interstate	\$5,540,000
19887	Capital Maintenance, Phase 2, Boise Area – FY2020	Non-Interstate	\$2,507,000
20129	Capital Maintenance, Phase 2, Boise Area – FY2021	Non-Interstate	\$2,376,000
19847	Capital Maintenance, Phase 3, Boise Area – FY2020	Non-Interstate	\$362,000
20159	Capital Maintenance, Phase 3, Boise Area – FY2021	Non-Interstate	\$397,000
ORN22237	I-84, East Boise Port of Entry Ramps, Ada County	Interstate	\$457,000
20738	I-84, Broadway Avenue to Eisenman Road, Seal Coat, Boise	Interstate	\$1,999,000
20203	I-84, Eisenman Interchange to Mt. Home Interchange, Ada and Elmore	Interstate	\$2,211,000
20212	I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties	Interstate	\$4,558,000
ORN22246	I-84, Interchange Ramp Rehabilitation, Boise	Interstate	\$661,000
20060	I-84, Sand Hollow Interchange to Farmers Sebree Canal, Seal Coat, Canyon	Interstate	\$1,444,000
20536	Microseals, Ada and Canyon Counties	Non-Interstate	\$8,034,000
20006	Pavement Preservation and ADA, Local, Boise Area – FY2022	Non-Interstate	\$386,000
20080	Pavement Preservation and ADA, Local, Boise Area – FY2023	Non-Interstate	\$387,000
20683	Pavement Preservation and ADA, Local, Boise Area – FY2024	Non-Interstate	\$387,000
19465	Pavement Preservation and ADA, Phase 1, Boise Area – FY2022	Non-Interstate	\$6,078,000
20259	Pavement Preservation and ADA, Phase 1, Boise Area – FY2023	Non-Interstate	\$5,936,000

Key Number	Project	Roadway Type*	Total Project Cost**
20674	Pavement Preservation and ADA, Phase 1, Boise Area – FY2024	Non-Interstate	\$5,690,000
20122	Pavement Preservation and ADA, Phase 2, Boise Area – FY2022	Non-Interstate	\$2,605,000
19993	Pavement Preservation and ADA, Phase 2, Boise Area – FY2023	Non-Interstate	\$2,544,000
20538	Pavement Preservation and ADA, Phase 2, Boise Area – FY2024	Non-Interstate	\$2,439,000
20506	SH-55, SH-44 (State Street) to Payette River Bridge, Rehabilitation	Non-Interstate	\$11,714,000
Total			\$74,516,000

*The “Capital Maintenance” and “Pavement Preservation” projects listed above may not have specific segments identified. Some segments may not be on the NHS.

**Non-Interstate local roadways (\$43 million), ITD non-Interstate roadways (\$20 million), ITD Interstate (\$11 million) (ITD total \$31 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 and a minimum percentage of bridges in “poor” condition on the NHS (Table 13).

Table 13: FY2018 Bridge Conditions and FY2022 Targets

Bridge Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2022 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%	

2018 bridge conditions are shown on an interactive map called the COMPASS TIP Viewer found on the COMPASS [website](#)²⁹.

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

²⁹ 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.

for full replacement, and funds are included in the TIP for FY2020 to complete the project. See Table 14 for a list of bridge projects in the TIP.

Table 14: Analysis of Projects that Improve Bridge Condition on the NHS, in the FY2020-2026 TIP (as of September 2019)

Key Number	Project ¹	Current Condition	Year Built	Treatment	Total Project Cost
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County Middleton Road Overpass Ustick Road Overpass	Good Good	1966 1966	Replacement and widen	\$17,800,000
20536	Microseals, Ada and Canyon Counties (US 20/26 south of Front Street to south side of Boise River)*	Good	2016	Preservation	\$8,034,000
13387	SH-55, Snake River Bridge, Marsing	Poor	1955	Replacement	\$16,406,000
21968	Study, Mores Creek Bridge Asset Plan, Ada County	Good	1953	Asset Management Plan	\$280,000
20227	US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian	Fair	1956	Replacement	\$3,475,000
Total					\$20,161,000

*Project cost includes multiple segments; the US 20/26 segment listed here is the only segment that includes a bridge.



Level of Travel Time Reliability

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide level of travel time reliability targets established by ITD, which are to improve travel time reliability on the NHS (note that this does not mean to *improve* travel times, but to improve the *consistency* of travel times) (Table 15).

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

Interstate			
Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2022 Target
Reliable	92.7%	97.9%	At least 90%
Not Reliable	7.3%	2.1%	
Total	100%	100%	
Non-Interstate			
Condition	FY2018 Regional Condition Percentage	FY2018 Statewide Condition Percentage	FY2022 Target
Reliable	78.6%	91.5%	At least 70%
Not Reliable	21.4%	8.5%	
Total	100%	100%	

Travel time reliability provides a more complete look at the on-the-ground experience for the road user than simply reporting congestion, as travel times can vary greatly day-to-day (Figure 10). Congestion 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.

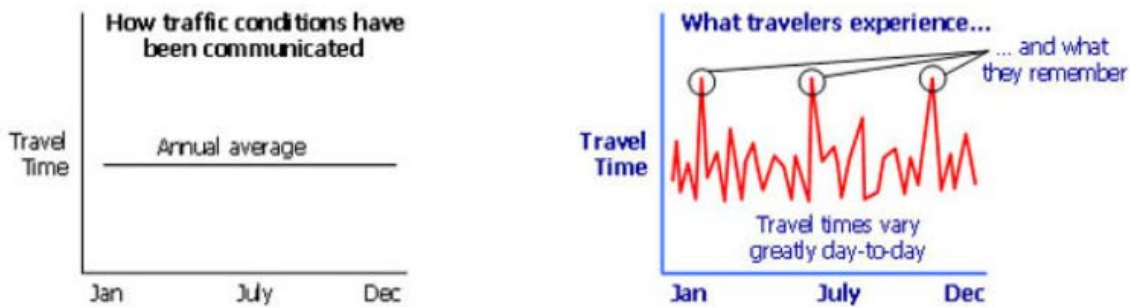


Figure 10: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure website

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

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

Improvements in the reliability of the NHS due to projects programmed through the TIP will be reported in the Congestion Management Annual Report, discussed in Section IV. A sample of the measurement is provided in Figure 11.

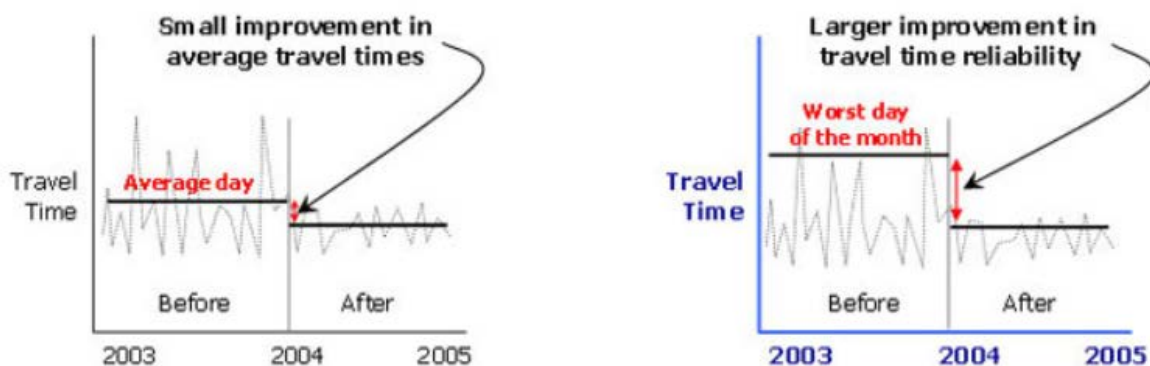


Figure 11: Sample Improvements in Average Travel Times, From FHWA's Performance Measure website

The 2018 level of travel time reliability is shown on an interactive map called the COMPASS TIP Viewer found on the COMPASS [website](#)³⁰. Figure 12, below, is an excerpt of this map showing segments that are reliable (green) and not reliable (red).

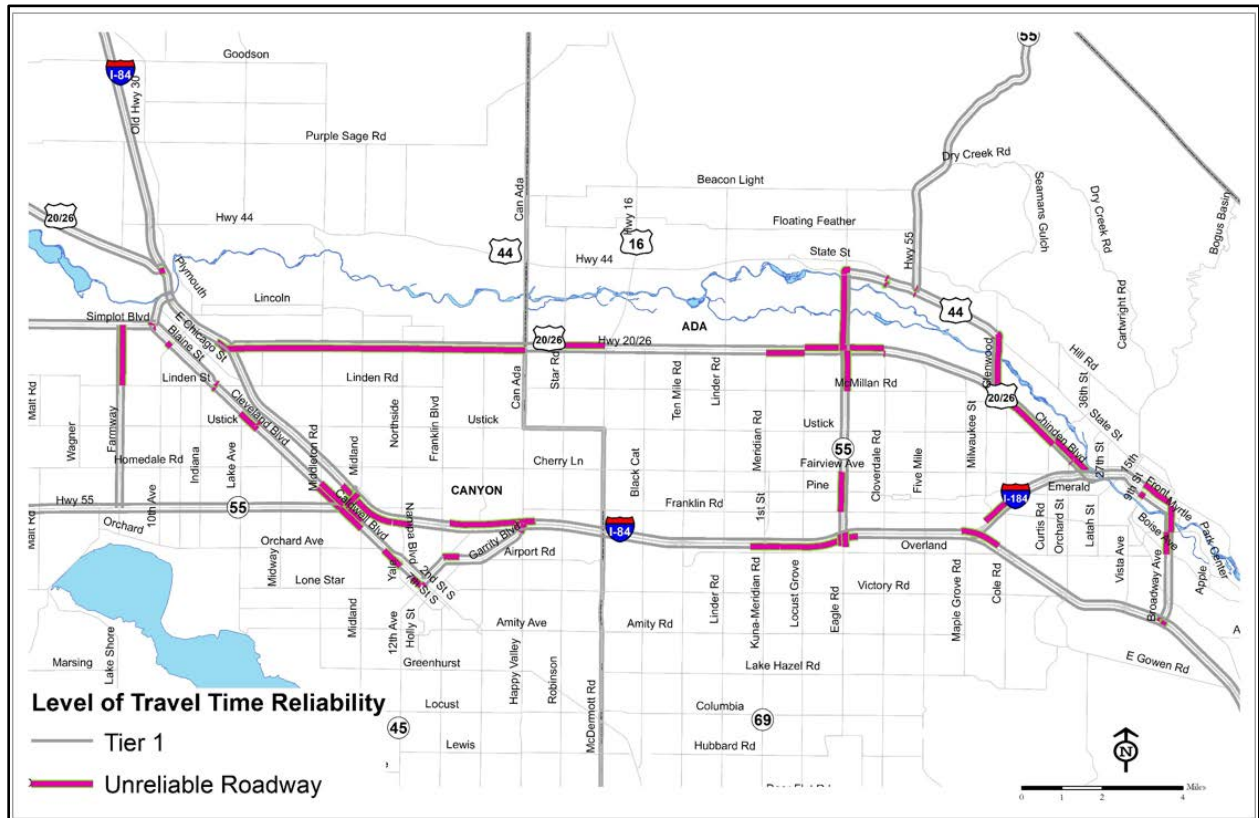


Figure 12: 2018 NHS Level of Travel Time Reliability

More than \$326 million is budgeted to improve travel time reliability in Ada and Canyon Counties on the NHS in the FY2020-2026 TIP between FY2020 and FY2024 (Table 16). Even more funds will be spent on the local systems across the region.

Table 16: Analysis of Projects that Improve Travel Time Reliability in the FY2020-2026 TIP (as of September 2019)

Key Number	Project	Roadway Type	Treatment	Total Project Cost
IN203-14	Cole Road, I-84 to Franklin Road, Boise	Non-Interstate	Widen	\$8,515,000
IN205-97	Cole Road, McGlochlin Street to Victory Road, Boise	Non-Interstate	Widen	\$9,634,000
RD207-33	Eagle Road, Amity Road to Victory Road, Meridian	Non-Interstate	Widen	\$4,886,000
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County	Interstate	Widen	\$169,697,000

³⁰ 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	Roadway Type	Treatment	Total Project Cost
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County	Interstate	Widen	\$17,800,000
20266	SH-44 (State Street), SH-16 to Linder Road, Ada County	Non-Interstate	Widen	\$9,833,000
20574	SH-44 (State Street), Star Road to SH-16, Ada County	Non-Interstate	Widen	\$8,350,000
13349	SH-55 (Eagle Road), Meridian Towne Center, Meridian	Non-Interstate	Widen	\$5,145,000
22165	US 20/26 (Chinden), I-84 to Middleton Road, Canyon County	Non-Interstate	Widen	\$35,313,000
20594	US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle	Non-Interstate	Widen	\$12,950,000
19944	US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County	Non-Interstate	Widen	\$13,372,000
21858	US 20/26 (Chinden), SH-16 to Linder Road, Ada County	Non-Interstate	Widen	\$25,027,000
20367	US 20/26 (Chinden), Star Road to SH-16, Ada County (in PD)	Non-Interstate	Widen	\$5,658,000
Total				\$326,180,000

Travel Demand Forecast Model

An in-depth analysis of the impact of major capital expansion projects programmed in the TIP on the state system was conducted. A map showing the projects included in the analysis is shown in Figure 13 (segments included in the analysis shown in blue; referred to as "NHS-State"); results are shown in Figures 14 – 19.

COMPASS applied the regional travel demand forecast model to analyze how these projects could benefit regional transportation system. The figures below summarize vehicle hours of travel (VHT), congested vehicle miles of travel (CVMT), and vehicle miles of travel (VMT) for the overall system with and without the projects shown above. An assumption used in this analysis was that all other projects anticipated to be built by 2023 within the timeframes are constructed as scheduled. Projects programmed beyond 2023 are not included in this analysis (e.g., model network assumptions). This analysis uses the official demographic data sets for the years of analysis. The population in Ada and Canyon Counties is forecasted to increase from 712,200 to 1,022,000 between 2019 and 2040.

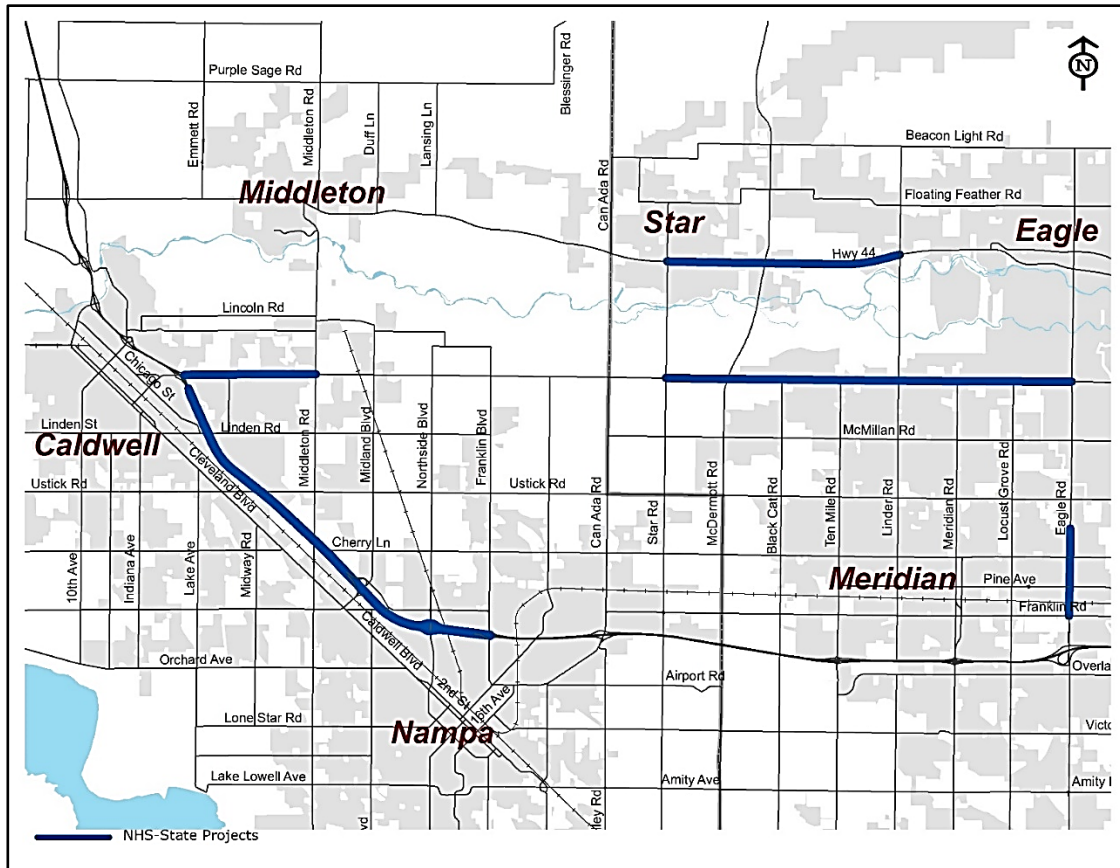


Figure 13: NHS-State System Capital Projects

Figure 14 demonstrates that regional VHT decreases by 6,320 hours per average weekday by 2024 if these projects are built as compared to if they *are not* built. By 2040, hours decrease by 18,740 per day when these projects are included.

Figure 15 demonstrates that the most significant benefit to building these segments is congestion relief. By 2024, the CVMT decrease by 270,500 per average weekday. However, by 2040, CVMT are reduced by almost 1.7 million on the entire transportation system because of these projects.

Figure 16 demonstrates VMT increase if these projects are built. VMT increases by 23,000 per average weekday by 2024, but only increases by 6,900 miles by 2040. The reason for the increase in miles of travel is because people are willing to travel a little farther for a more reliable and less congested route.

Another way to review the benefits of these projects is to look at the benefits within these corridors only; in other words, looking only at the travel on the specific segments that are being widened.

Figure 17 demonstrates that VHT on the scheduled NHS segments would be reduced by constructing the NHS projects. By 2024, VHT would increase by 80 hours per average weekday, but these segments would realize a reduction of 3,520 hours of travel by 2040. The reason VHT is very similar in 2024 with or without building the state system projects is that drivers would choose to drive farther to

use a more efficient facility. This is more noticeable in Figure 19, summarizing VMT. The additional drivers that choose to use the NHS-State facilities outweighs the travel time savings in the near term.

Figure 18 demonstrates that congestion is reduced significantly by constructing the NHS segments. By 2024, congested miles within the limits of the NHS projects decreases by 18,600 miles per average weekday. By 2040, congested miles within these same corridors decreases by 468,900 miles.

Figure 19 shows the opposite when demonstrating total VMT. By 2024, VMT increase by 181,400 miles per average weekday. By 2040, VMT on these segments increase by 293,900 miles. The reason for the increase in VMT is that people are willing to drive farther miles to take the less-congested route.

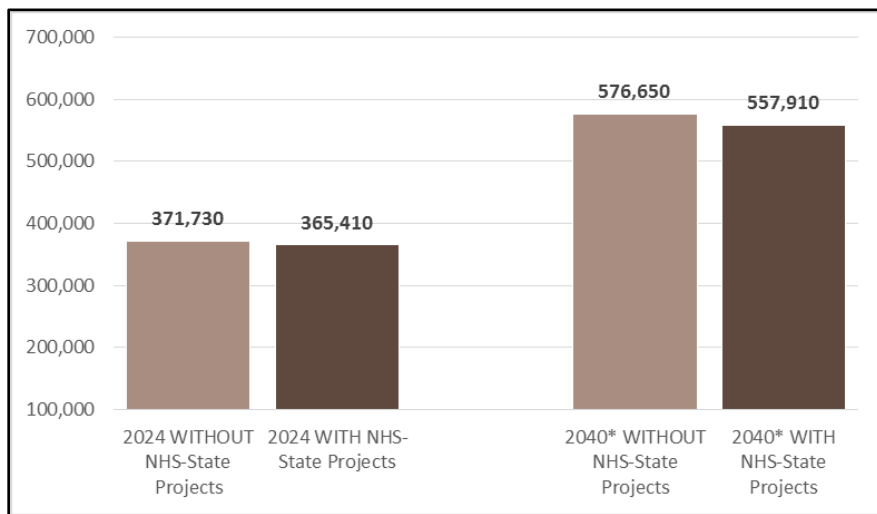


Figure 14: Vehicle Hours of Travel, Average Weekday, Overall System

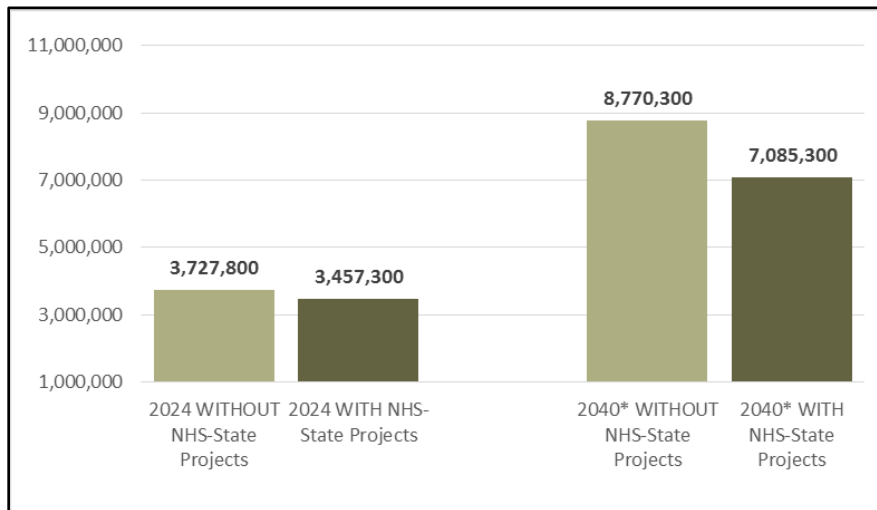


Figure 15: Congested Vehicle Miles of Travel, Average Weekday, Overall System

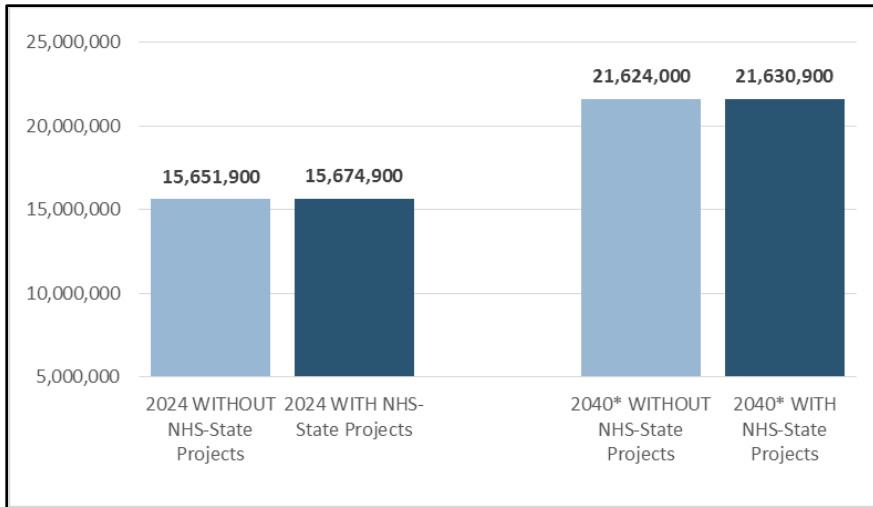


Figure 16: Vehicle Miles of Travel, Average Weekday, Overall System

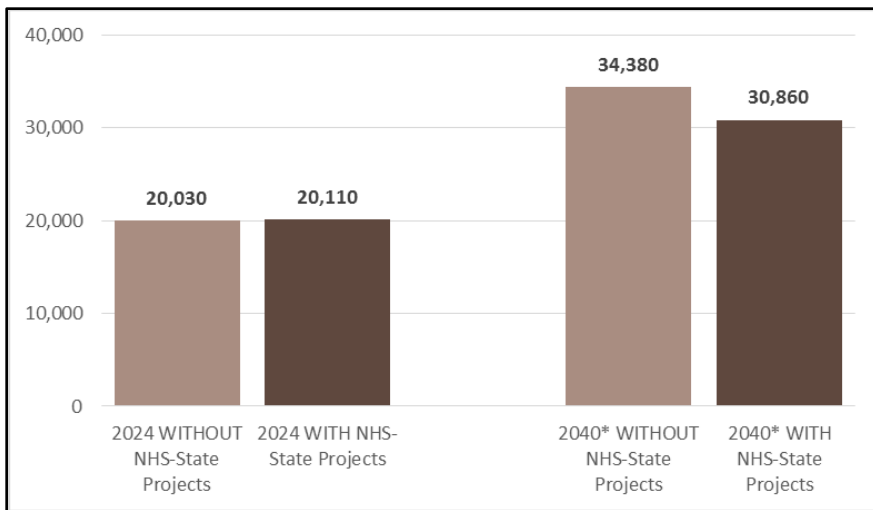


Figure 17: Vehicle Hours of Travel, Average Weekday, NHS-State Project Limits

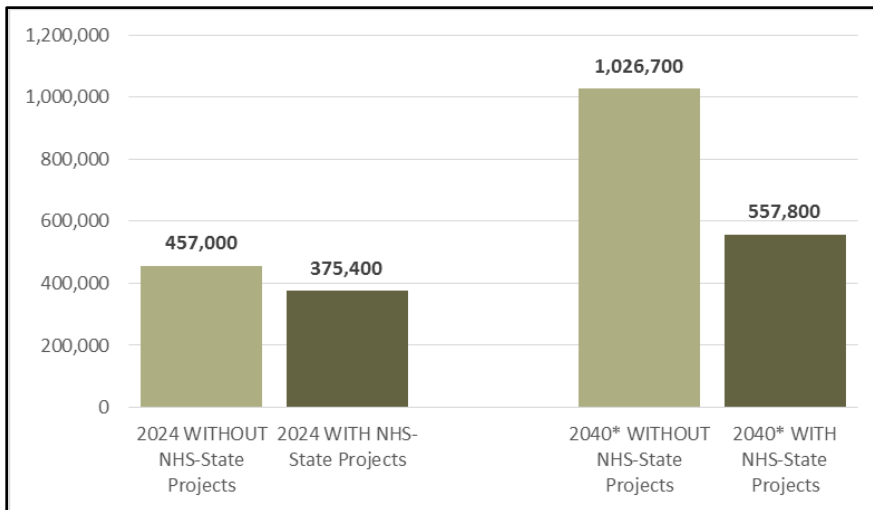


Figure 18: Congested Vehicles Miles of Travel, Average Weekday, NHS-State Project Limits

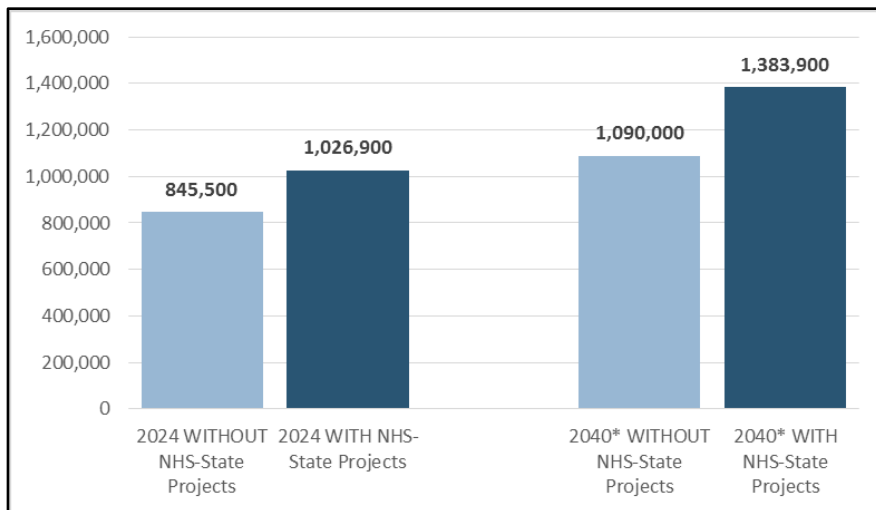


Figure 19: Vehicle Miles of Travel, Average Weekday, NHS-State Project Limits

Following are examples of how these NHS projects will affect the average user of the roadway system in the future:

- If travelling in the morning on I-84 between the City of Caldwell to the City of Nampa (about nine miles), by 2040, even with a large increase in population, it will take five minutes less with the projects than without them (12 minutes vs. 17 minutes).
- If traveling in the afternoon on US 20/26 (Chinden Boulevard) from the City of Caldwell to the State Highway 55 (Eagle Road) intersection in the City of Eagle (about 15 miles), by 2040, it will take 22 minutes less with the projects than without them (48 minutes vs. 70 minutes).
 - US 20/26 would be so congested by 2040 *without* the NHS projects, it could take the same amount of time to drive on I-84 from the City of Caldwell to the State Highway 55 (Eagle Road) and US 20/26 (Chinden Boulevard) intersection, which is eight miles farther than on US 20/26.
- If traveling in the morning on State Highway 44 from Middleton Road to Linder Road (about 11 miles), by 2040, it would take seven minutes less with the projects than without them (18 minutes vs. 25 minutes).

Crashes

Another aspect of determining reliability of the NHS system is the rate of vehicle crashes, as crashes slow traffic and decrease reliability. These segments of the NHS system experience approximately one crash per day, on average.

As projects are completed, COMPASS will report on how travel times and the reliability of travel on the NHS change in the [Congestion Management Annual Report](#)³¹.

³¹ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>.

Benefit-Cost Analysis

COMPASS prepared a benefit-cost analysis (BCA) of the NHS state system projects. Table 17 provides the outputs from four travel demand model runs required to run the BCA using [TREDIS³²](#): two for the base scenario (projects not built; current and future year) and two for the project scenario (projects are built; also current and future year). The current year is 2024, which is the year the projects will be completed, and the future year is 2040, which is the horizon year of the current long-range transportation plan, [CIM 2040 2.0³³](#).

Table 17: Benefit-Cost Analysis of NHS-State Projects

Benefits	7% discount rate (in \$millions)
Vehicle Operating Costs	\$19.4
Business Time & Reliability Savings	\$944.2
Personal Time & Reliability Savings	\$1,697.9
<i>Safety Benefits</i>	<i>reported separately</i>
Environmental Emissions	\$7.9
Logistics/Freight Costs	\$151.4
Total Benefits	\$2,820.9

Costs	\$millions
Capital Investment Costs	\$409.9
Operation and Maintenance Costs	\$9.7
Total Costs	\$419.6

Summary	
Net Present Value	\$2,401.3
Benefit-Cost Ratio	6.72

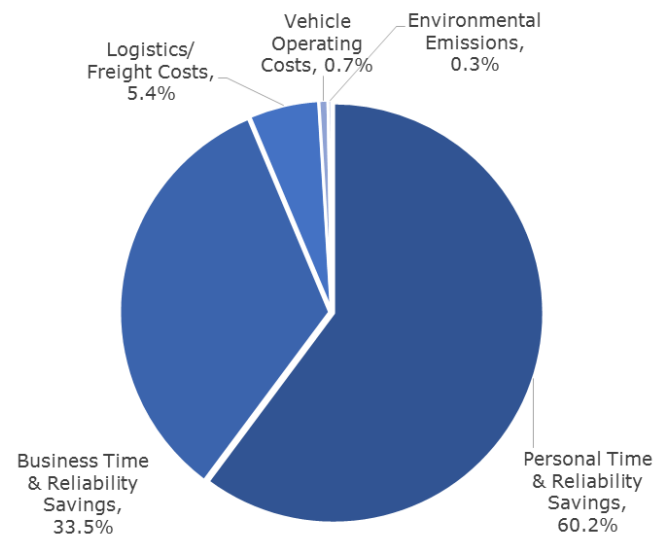


Table 18 describes the benefits by category included in the BCA for the completion of capital projects on the NHS state system, and is for information only. This is not intended to be used for project selection, prioritization, or any other purposes.

³² TREDIS: <https://tredis.com/>

³³ *Communities in Motion 2040 2.0*: <http://compassidaho.org/CIM2040-2.0/>

Table 18: Description of BCA Analysis of NHS-State Projects

Benefits	7% discount (\$ in millions)	Narrative
Total Benefits	\$2,820.9	
Vehicle Operating Costs	\$19.4	Vehicle operating costs (e.g., maintenance, tires, depreciation, and fuel) are affected by changes in vehicle miles traveled (VMT) and how much VMT occurs in congested conditions (causing higher fuel consumption). For these projects, vehicle operating costs are net positive since the additional lanes reduce congested driving conditions and lower overall vehicle operating costs.
Business Time and Reliability Costs	\$944.2	Business time and reliability costs are two benefit categories associated with business (i.e., "on-the-clock") travel purposes and make up about 34% of the total benefit. Higher speeds on these facilities enable business-oriented travelers to reach their destinations faster and therefore provide a time savings benefit. Improvements in reliability also enable travelers to reduce the amount of "buffer" time (i.e., schedule padding) added into their planned trip to ensure an on-time arrival.
Personal Time and Reliability Costs	\$1,697.9	Personal time and reliability costs are two benefit categories associated with personal travel purposes and make up about 60% of the total benefits. Higher speeds on these facilities enable travelers to reach their destinations faster and therefore provide a time savings benefit. Improvements in reliability also enable travelers to reduce the amount of "buffer" time (i.e., schedule padding) added into their planned trip to ensure an on-time arrival.
Safety	n/a	Safety benefits (crash reductions) were not included in the benefit-cost analysis since they are part of the federal performance reporting. These projects are expected to reduce the overall number of crashes by 208 – see the safety federal performance measures in Section V.
Environmental Emissions	\$7.9	Environmental benefits are directly affected by changes in VMT and congested conditions. Decreases in VMT lead to lower emissions because vehicles consume less fuel as they travel shorter distances. Reductions in congestion reduce higher levels of emissions associated with stop-and-go traffic. These projects are expected to reduce VMT and traffic congestion, thus lowering the amount of generated emissions on both fronts. Changes in carbon dioxide and greenhouse gas emissions are monetized at \$1 (2019-2034) and \$2 (2035+) per the BCA guidance.

Benefits	7% discount (\$ in millions)	Narrative
Logistics/Freight Costs	\$151.4	The value of freight logistics cost savings is in addition to the values of savings in vehicle operating cost and driver time. The value of freight logistics cost represents the opportunity cost savings accruing to shippers and receivers related to freight handling, inventory/storage, and duration of delivery. Logistics/freight costs are affected by changes in vehicle hours traveled, VMT, and the portion of VMT in congested conditions. Each commodity type has a unique cost reflecting the value industries place on travel time improvements expected to occur along this freight corridor.
Costs	7% discount (\$ in millions)	
Total Costs	\$419.6	
Capital Investment Costs	\$409.9	
Operation and Maintenance Costs	\$9.7	The modest maintenance costs increase is attributable to additional lane miles to maintain. However, these are offset because some costly near-term pavement rehabilitation projects will be avoided due to the construction of these projects.
Benefit-Cost Ratio	6.72	Benefit-Cost Ratio 7% discount rate for year 2040

A benefit-cost ratio over "1" is good. Therefore, it can be deduced from this analysis that the state projects on the NHS are a good value for the Treasure Valley.



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 19).

Table 19: FY2017 Truck Travel Time Reliability and FY2018 Target

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

2018 truck travel time reliability is shown visually on an interactive map called the COMPASS TIP Viewer found on the COMPASS [website](#)³⁴. Figure 20, below, is an excerpt of this map showing segments that are considered fair (orange) and poor (pink) in regards to truck travel time reliability on the interstate system.

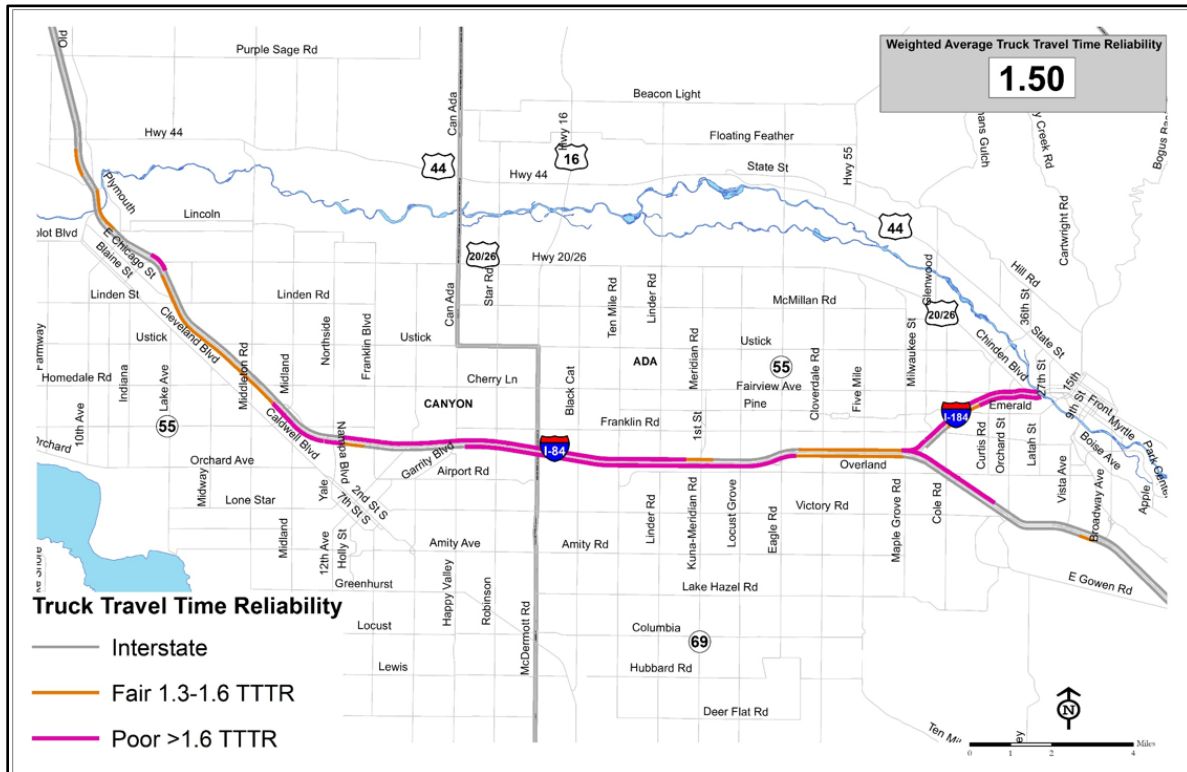


Figure 20: 2018 Truck Time Travel Reliability on the Interstate

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

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak, midday, and afternoon peak Mondays through Fridays; weekends; and overnights for all days. The TTTR ratio is similar to the level of travel time reliability described earlier, but instead of the 80th percentile, truck travel time reliability is assessed by dividing the 95th percentile time by the normal time (50th percentile) for each segment. See Table 20 for an example of how the index works.

³⁴ 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.

Table 20: Truck Travel Time Reliability (TTTR) Index Example

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

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

Almost \$188 million is budgeted to improve truck travel time reliability in Canyon County on I-84 in the FY2020-2026 TIP (Table 21). 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 Annual Report](#)³⁵.

The widening of I-84 from the Karcher Road Interchange to Franklin Boulevard in the City of Nampa is currently under construction, funded in FY2019 (therefore, not included in the FY2020-2026 TIP).

Table 21: Analysis of Projects that Improve Truck Travel Time Reliability on the Interstate in the FY2020-2026 TIP (as of September 2019)

Key Number	Project*	Treatment	Total Project Cost
22154	I-84, Middleton Road and Ustick Road Overpasses, Canyon County	Widen	\$17,800,000
22196	I-84, Franklin Interchange to Karcher Interchange, Canyon County	Widen	\$169,697,000
Total			\$187,497,000

*Projects include some segments that perform within the target.

Since projects on the interstate are significant for truck travel, additional analyses were conducted regarding how projects on these segments will affect travel throughout the region. These analyses included only the segments for which adequate data exist (Figure 21, marked in blue).

³⁵ Congestion Management Process: <http://www.compassidaho.org/prodserv/cms-intro.htm>

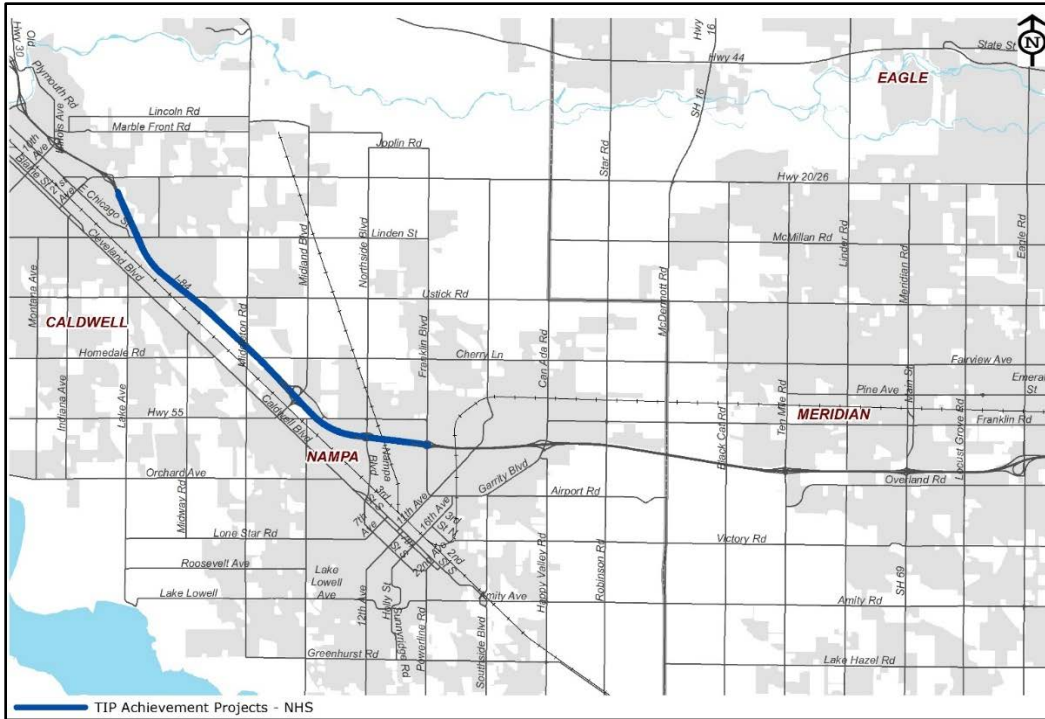


Figure 21: Interstate Project Segments

Travel Demand Forecast Model

COMPASS staff determined, through the travel demand forecast model, how scheduled projects on I-84 (only) could benefit regional traffic flow. The model results below provide benefits to the overall system by adding only the specific corridors shown above. Future demographic projections, which increase the population from 712,200 to 1,022,000 between 2019 and 2040, are also included.

Figure 22 demonstrates that VHT on the scheduled interstate segments would be reduced by constructing the projects. By 2024, VHT would be reduced by 880 hours. These segments would realize a reduction of VHT of 2,440 by 2040.

Figure 23 demonstrates that congestion is reduced completely by constructing the interstate segments. Even with a large population increase, the model shows no congested miles based on the configuration of the roadway.

Figure 24 again shows the opposite when demonstrating total VMT. By 2024, VMT increases by 43,000 miles. By 2040, VMT on these segments increases by 81,800 miles. The reason for the increase in VMT is because people are willing to drive more miles to take the less-congested route.

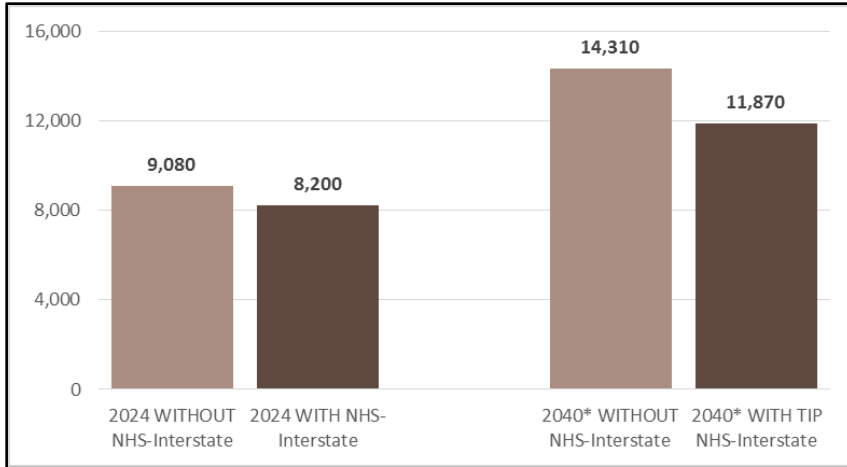


Figure 22: Vehicle Hours of Travel, Average Weekday, NHS Interstate Project Limits

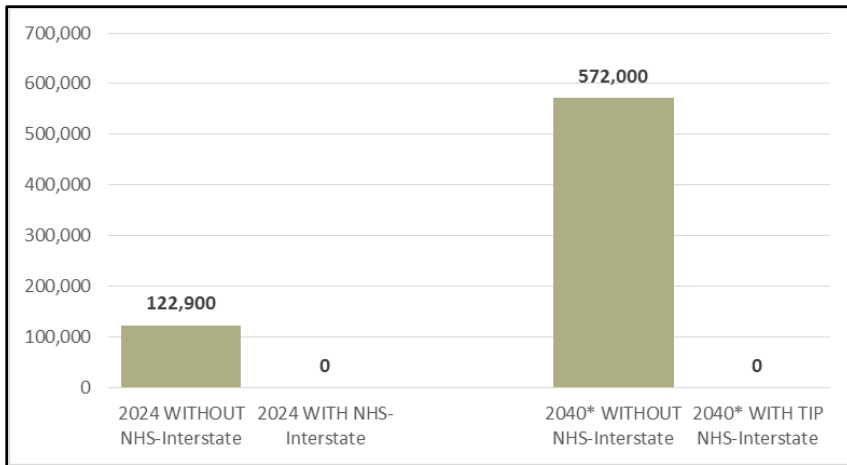


Figure 23: Congested Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits

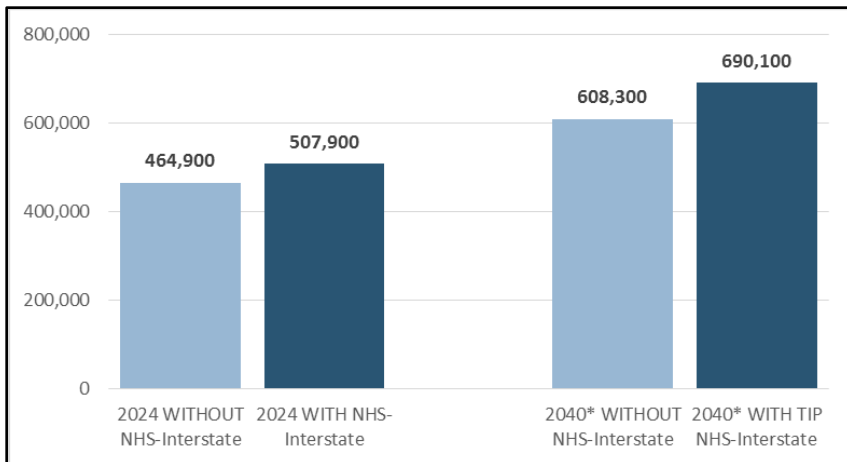


Figure 24: Vehicle Miles of Travel, Average Weekday, NHS Interstate Project Limits

Crashes

As discussed above for NHS projects, another aspect of determining reliability is the rate of vehicle crashes, since crashes cause delay and thus reduce reliability. The interstate system within the programmed segments experience a crash approximately every three days, on average.

As projects are completed, COMPASS will report on how truck travel times and the reliability of travel on the interstate change in the [Congestion Management Annual Report](#)³⁶.



CMAQ – Emissions

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

VI. AIR QUALITY CONFORMITY

Idaho Administrative Code (IDAPA 58.01.01.567) requires that agencies within nonattainment and maintenance areas establish Interagency Consultation Committees (ICCs) on transportation conformity. The Northern Ada County ICC approved the assumptions and methodologies employed in the development of the regional emissions analyses in this demonstration on June 24, 2019. The approved assumptions and methodologies are listed in Appendix B of the [air quality conformity demonstration document](#)³⁷. The roadway project list was also approved by the ICC on June 24, 2019. A complete listing of the ICC requirements can be found in Idaho Administrative Code (IDAPA 58.01.01.563-574).

The Northern Ada County PM10 State Implementation Plan, Maintenance Plan: Ten-Year Update contains motor vehicle emissions budgets for three pollutants: PM₁₀, oxides of nitrogen, and volatile organic compounds. Emissions budget tests, as required by 40 CFR 93.118, demonstrate conformity of the FY2020-2026 draft TIP. The Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan does not contain any motor vehicle emissions budgets. However, COMPASS conducts a build versus no build carbon monoxide emissions analysis per the carbon monoxide limited maintenance plan in accordance with EPA’s limited maintenance plan option.

The complete air quality conformity demonstration, *Conformity Demonstration for the FY2020-2026 Regional Transportation Improvement Program*, Report Number 02-2020, is provided under separate cover and can be found [online](#).³⁸

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

³⁷ Air Quality Conformity Document: <http://www.compassidaho.org/prodserv/air-quality-conformity-demo.htm>

³⁸ Air Quality Conformity Demonstration: <http://www.compassidaho.org/prodserv/air-quality-conformity-demo.htm>.

VII. REGIONALLY SIGNIFICANT PROJECTS

Regional emissions analyses, for the purposes of demonstrating transportation conformity of a TIP or long-range plan, must include all regionally significant and/or federally funded projects in the nonattainment or maintenance area.

40 CFR 93.101 defines a regionally significant project as:

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

Idaho Administrative Code (IDAPA 58.01.01.566) further defines a regionally significant project as:

A transportation project, other than an exempt project, that is on a facility which serves regional transportation needs... and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum: a. All principal arterial highways; b. All fixed guideway transit facilities that offer an alternative to regional highway travel; and c. Any other facilities determined to be regionally significant through Section 570, interagency consultation.

The ICC maintains discretionary authority in interpreting and applying these definitions to the area's transportation programs, plans, and projects. Definitions for regionally significant road projects and regionally significant transit projects, as developed by the ICC, are below. For the purposes of the conformity determination, all applicable roadway projects, despite their significance, were included in the travel demand model networks.

Regionally Significant Roadway Project Definition

On January 30, 2002, the ICC developed the following definition of a "Regionally Significant" transportation project:

A transportation project in Ada County, Idaho is designated "Regionally Significant" if:

- (a) the project is for the improvement of either:
 - (i) a principal arterial or higher functional classification; or
 - (ii) a minor arterial which will have a twenty (20) year projected traffic volume of at least 45,000 vehicles a day after completion of the project; and
- (b) the project will add at least one new continuous vehicular lane which either:

- (i) extends from one intersecting principal or minor arterial to another intersecting principal or minor arterial; or
- (ii) in the case of an interstate, extends from the on ramp of one interstate interchange to a point beyond the off ramp of the next adjacent interstate interchange.

Regionally Significant Transit Project Definition

On August 31, 2005, the ICC adopted the following definition of a "Regionally Significant" transit project:

A transit project in Ada County, Idaho is designated "Regionally Significant" if the transit project:

- (a) has the potential to change the vehicle demand of an existing roadway classified as a principal arterial or higher by 400 vehicles per hour, or 4,000 vehicles per weekday; and
- (b) is a transit service or facility that provides services to (or connects) at a minimum:
 - (i) two counties and;
 - (ii) three incorporated cities

Exempt Projects

Pursuant to 40 CFR 93.126 (Exempt Projects), certain projects listed in a TIP or long-range transportation plan may proceed even in the absence of a conformity finding/demonstration. Exempt projects include highway safety or mass transit projects, landscaping projects, roadway rehabilitation and repair projects, transportation enhancement projects, and transportation planning activities that do not lead directly to construction. However, the exempt projects listed in 40 CFR 93.126 are not considered exempt if the ICC concludes that they may have an adverse impact on air quality.

In addition, 40 CFR 93.127 (Projects Exempt from Regional Emissions Analyses) considers projects, such as intersection signalization, changes in alignment, bus terminals, and transit transfer points, exempt from regional emissions analyses. However, these projects must demonstrate project-level conformity. As with the types of exempt projects listed in 40 CFR 93.126, the projects listed in 40 CFR 93.127 may not be considered exempt if the ICC concludes they may have an adverse impact on air quality.

VIII. LOCAL PLANNING ACTIVITIES

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

2019-2023 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 2.0, regional long-range transportation plan for Ada and Canyon Counties, COMPASS, December 2018.

Downtown Boise Mobility Study, VRT, October 2005.

Draft 2020-2024 Integrated Five-Year Work Plan, ACHD, June 2019.

Draft FY20 to FY26 Idaho Transportation Investment Program (ITIP), Draft for Public Comment, ITD, July 2019.

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.

Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update, submitted to EPA, March 2013³⁹.

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

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

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

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

ValleyConnect 2.0, VRT, April 2018.

IX. 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% to 50%, depending on the type of project and funding source.

Federal and state funding combined allow the state to preserve and improve the current transportation system. Table 22 provides a brief description of those funding

³⁹ 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.

sources. The funding type and abbreviations correlate to the funding sources found in the list of projects provided in Appendix A.

COMPASS staff created a [funding fact sheet](#)⁴⁰ titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below, including definitions of transportation acronyms.

Table 22: 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 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
Community Development Block Grant (CDBG)	Enhance quality of living in communities. (Managed by the US Department of Housing and Development)	Downtown revitalization.	Cities
Federal Rail Crossing (Fed RRX)	Projects that enhance transportation safety at railroad crossings using federal funds.	Rebuild railroad crossing or add crossing arms.	Any
FTA 5303	FTA funding for metropolitan planning.	Funding for COMPASS to conduct regional transportation planning.	COMPASS
FTA 5307 LU	Planning, developing, improving, and operating public transportation services in large urban areas with populations over 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5307 SU	Planning, developing, improving, and operating public transportation services in small urban areas with a population between 50,000 and 200,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)

⁴⁰ Funding Terms Fact Sheet:

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

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
FTA 5310 LU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in large urban areas with populations over 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Boise Urbanized Area (generally, northern Ada County)
FTA 5310 R	Public transportation services and equipment that directly benefit the elderly and people with disabilities in rural areas with a population less than 50,000.	Purchasing buses or vans for senior centers.	Public transportation providers outside of the Boise and Nampa Urbanized Areas
FTA 5310 SU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in small urban areas with a population between 50,000 and 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County)
FTA 5311	Planning, developing, improving, and operating public transportation services in large urban areas with populations under 50,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Rural public transportation providers
FTA 5339 (c)	Capital funding to lease or purchase low- or zero-emission public transportation vehicles, as well as supporting facilities.	Purchase an electric bus and charging station.	Public transportation providers (nationally competitive)
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)

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
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)
Grant Anticipated Revenue Vehicle (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
House Bill 132 and House Bill 312 (HB132 and HB312)	Increased taxes for projects to keep roads and bridges in good condition.	Rehabilitating a road.	ITD
Interstate Maintenance (IM)	A project to resurface, restore, rehabilitate or reconstruct most routes on an Interstate System.	Replacing an interchange on I-84.	ITD
Local Participating	A project that is primarily federally funded, but the sponsoring agency (and/or others) pay more than the minimum required match. Thus, the local agencies are "participating" in the funding.	Any project where the sponsoring agency (and/or others) chooses to pay more than the minimum to help make the project more competitive when projects are selected for funding.	Any
Local (Regionally Significant)	Locally funded projects (no state or federal funds) that are included in the TIP because they meet the definition of "regionally significant."	Adding an additional traffic lane between two intersections on a major roadway, using local (not state or federal) funds.	Local highway districts or cities
National Highway Performance Program (NHPP)	A project that provides support for the condition and performance of the NHS.	Intersection improvements at a congested intersection on a state highway.	ITD
Non-Participating (Local)	A locally-funded project that that is currently not part of a federal-aid project.	Overlay on a local road.	Local highway districts or cities

Funding source*	What it's used for	Example	Whose can use this funding in Ada/Canyon Counties**
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
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 Expansion and Congestion Mitigation (TECM)	Projects to expand the existing system to relieve congestion on state highway.	Widening a highway.	ITD

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

X. FINANCIAL CONSTRAINT

The TIP is a financially driven document. Financial constraint is required by federal law and guidance, meaning that the TIP can only be programmed to the level that funding is available. In addition, financial constraint must show that agencies receiving the funds programmed through this document are able to continually maintain and operate the transportation systems for which they receive funding. Based on COMPASS’ analyses, funding is reasonably assumed to be available for the projects contained in this document.

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

A. Highway Funding Assumptions

The 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 FY2020 are reflective of apportionments in the FAST Act. FY2021 through FY2026 funding levels are flat-lined based on FY2020 apportionments, as the FAST Act expires in FY2020.

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

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

2. State Funding Assumptions

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

The amount of state highway funding can be impacted by legislation passed in any given year. The 2019 Idaho Legislature passed several bills that impacted transportation funding.

House Bill 78 created an optional diversion program for first-time Driving Under the Influence (DUI) offenders that requires ignition interlocks, community service, and drug and alcohol counseling, therapy, and education. Successful completion of this program results in the dismissal of the DUI charges. The decrease of revenue to the State Highway Account from the loss of fines due to the dismissal of charges is estimated to be \$90,000 annually.

House Bill 168 established new processes and fees for local authorities and ITD to designate routes allowing vehicles up to 129,000 pounds to access highways and streets under their jurisdiction. The \$5 fee established by this legislation will raise approximately \$150,000 annually to be paid into a technical analysis fund administered by ITD or its designee. This legislation and fee will sunset after two years.

House Bill 179 directs ITD to verify that all vehicles registered in Idaho are properly insured, beginning January 1, 2020. If ITD identifies a registered vehicle that is not properly insured, the vehicle's registration will be revoked and the owner will be assessed a \$75 fee to reregister. Projections indicate fines from this law will generate \$350,000 in FY2020 and \$1,300,000 per year thereafter.

Senate Bill 1065 created a mechanism to issue bonds secured by the TECM fund to finance transportation projects approved by the Idaho Transportation Board. The bill specifies that, for the one percent of sales tax used to fund TECM, not less than \$15,000,000 is anticipated

each year. While this bill does not increase revenue, it does provide a new method for financing transportation projects.

Senate Bill 1126 did not pass. Had this legislation been enacted it would have extended the transfer of surplus general funds to ITD and local highway jurisdictions for five years. This transfer, called the "surplus eliminator," was originally created by House Bill 312 in 2015. It was extended in 2017 until May 31, 2019. ITD received \$118,000,000 and local highway jurisdictions received \$35,000,000 during the four years these transfers were active. It is possible the State Legislature will review this program in the future.

Senate Bill 1201 removes the Idaho State Police from the Highway Distribution Account distribution formula over a period of five years, beginning in FY2022. This action will ultimately result in approximately \$11,000,000 per year to the Highway Distribution Account (HDA) when the transition is complete in FY2026.

The estimated state funding for FY2020 through FY2026 for highway capital construction ranges from \$124,400,000 to \$142,200,000 annually.

3. GARVEE Bonding Assumptions

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

Prior to FY2017, the Idaho Legislature authorized ITD to secure financing to fund \$857,000,000 of infrastructure improvements in the GARVEE program. Projects funded by those pre-FY2017 authorizations were completed and closed-out during FY2016.

In March 2017, the Idaho Legislature authorized the issuance of up to \$300,000,000 in new GARVEE bonds to fund additional projects to be selected by the Idaho Transportation Board.

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

B. Public Transportation Funding Assumptions

ITD is the direct recipient of FTA funding for rural and some small urban programs, and VRT is the direct recipient for large urban and other small urban programs. The funds managed by ITD and VRT support fixed route and paratransit services, transportation services for the elderly and people with

disabilities, buses and bus facilities, and general operations and maintenance of the public transportation system in Ada and Canyon Counties.

Under the FAST Act, the total estimated federal funding for rural and small urban programs for FY2020 is \$15.1 million.

Total estimated funding under the FAST Act for non-ITD recipients (transit service providers in the urbanized areas, such as VRT) is estimated to be \$12.2 million in 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 MPOs

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

Financial Status of ITD Projects

The FY2020-2026 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 47.5% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 51.3% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's HDA and air-fuel tax accounts, and 1.3% 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 23) 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 FY2020.

Table 23: ITD FY2020 Appropriation

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

Fund Sources	State	Federal	Other	Total
Distribution of Highway User Revenue to ITD	\$299.4	-	-	\$299.4
Cigarette Tax – for Debt Service (state match)	\$4.7	-	-	\$4.7
Cigarette Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$4.0	-	-	\$4.0
1% Sales Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$17.4	-	-	\$17.4
Aviation Fuel Tax	\$2.2	-	-	\$2.2
Federal	-	\$338.9	-	\$338.9
Local Match	-	-	\$4.7	\$4.7
Services for State Agencies	-	-	\$0.3	\$0.3
Miscellaneous State	\$37.8	-	-	\$37.8
Prior Year Federal Obligated	-	\$40.0	-	\$40.0
Pre-FY2020 Funding Received / Secured	-	\$14.4	\$0.6	\$15.0
Cash Adjustment	\$10.3	\$16.3	\$4.6	\$31.3
Total Fund Sources	\$375.9	\$409.6	\$10.2	\$795.6

Expenditures				
Personnel	\$120.0	\$14.7	\$0.3	\$135.0
Operating	\$88.5	\$17.7	\$0.3	\$106.5
Capital Outlay	\$159.0	\$295.0	\$9.4	\$463.5
Trustee and Benefits	\$2.0	20.5	\$0.1	\$22.6
Total Expenditures (spending authority)	\$369.4	\$347.9	\$10.2	\$727.5

Debt Service	\$4.5	\$56.0	-	\$60.5
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Total Program Funding	\$374.0	\$403.9	\$10.2	\$788.1
	47.5%	51.3%	1.3%	

HDA revenue is obtained from various sources and distributed to multiple agencies. ITD’s revenue forecast (Table 24) provides the summary of how these funds are forecasted for FY2020.

Table 24: ITD Highway User Revenue - FY2020

Based on August 2018 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	\$285.9	\$74.9	\$360.8
Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection	(\$19.0)	-	(\$19.0)
Less: Ethanol transfer to ITD	(\$18.5)	-	(\$18.5)
Net Motor Fuel to Distribute	\$248.4	\$74.9	\$323.3
Registrations	\$114.5	\$38.2	\$152.7
Other	\$10.9	-	\$10.9
Net to Distribute	\$373.8	\$113.1	\$486.9

Distributions*	HDA	New Revenue	Total
ITD	\$213.0	\$67.9	\$280.9
Ethanol Transfer to ITD	\$18.5	\$0.0	\$18.5
Total to ITD	\$231.5	\$67.9	\$299.4
Idaho State Police	\$18.7	-	\$18.7
Locals	\$142.0	\$45.2	\$187.2
Total Distributions	\$373.7	\$113.1	\$486.8

Sub-Allocation of Locals Distribution	HDA	New Revenue	Total
Locals	\$142.0	\$45.2	\$187.2
Less: LHTAC	(\$0.4)	(\$0.1)	(\$0.5)
Net Local to Distribute	\$141.6	\$45.1	\$186.7
Cities (30%)	\$42.5	\$13.5	\$56.0
Counties and Highway Districts (70%)	\$99.1	\$31.6	\$130.7

*HDA is distributed 57% to ITD, 5% to Idaho State Police, and 38% to locals; new revenue is distributed 60% to ITD and 40% to locals

ITD’s STIP outlines the department’s transportation revenues and expenditures for capital improvement and preservation projects from FY2020 through FY2026. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety that will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes reference to projects found in Idaho’s five MPO’s TIPs.

ITD’s budget policy section estimates revenues into the state HDA based on past performance and future economic and use factors (Table 25). The amounts shown include the match and federal funds estimated to be available to programmed projects.

Table 25: Available Funding* with Match vs. Programmed Projects DRAFT FY2020-2026 Idaho Transportation Investment Program

Amounts in \$1,000 and rounded.

Idaho Transportation Investment Program (ITIP)												
Program Name	Statewide Transportation Improvement Program (STIP)								FY2024*		FY2025/2026* (PD)	
	FY2020		FY2021*		FY2022*		FY2023*		Available	Program	Available	Program
	Available	Program	Available	Program	Available	Program	Available	Program				
Pavement Preservation (Commerce)	\$25,888	\$27,271	\$14,889	\$28,796	\$21,006	\$26,688	\$13,889	\$13,039	\$34,950	\$25,334	\$56,257	\$52,084
Pavement Preservation (Non-Commerce)	\$4,784	\$4,345	\$9,381	\$9,482	\$9,274	\$9,534	\$8,561	\$10,833	\$8,223	\$8,473	\$26,223	\$14,675
Restoration	\$108,034	\$107,210	\$69,229	\$73,964	\$58,483	\$66,031	\$81,333	\$66,812	\$78,501	\$100,869	\$174,882	\$179,462
SHS Pavements	\$138,706	\$138,826	\$93,499	\$112,242	\$88,763	\$102,254	\$103,783	\$90,683	\$115,072	\$133,097	\$257,362	\$246,220
Bridge Preservation	\$11,101	\$9,728	\$23,217	\$23,522	\$13,930	\$13,612	\$18,647	\$21,080	\$15,613	\$18,722	\$30,613	\$28,511
Bridge Restoration	\$68,857	\$76,211	\$65,064	\$48,621	\$83,251	\$69,711	\$72,497	\$97,079	\$67,934	\$82,406	\$132,934	\$105,766
SHS Bridges	\$79,958	\$85,939	\$88,281	\$72,144	\$97,181	\$83,323	\$91,144	\$118,159	\$83,547	\$101,127	\$163,547	\$134,276
Supporting Infrastructure Assets	\$7,000	\$6,444	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$7,000	\$14,000	\$14,000
Safety		\$41,246		\$16,299		\$50,037		\$69,182		\$45,706		\$56,419
Capacity		\$40,668		\$65,598		\$45,925		\$19,000		\$21,890		\$77,103
Safety & Capacity Total	\$83,451	\$81,914	\$87,772	\$81,897	\$93,456	\$95,962	\$79,663	\$88,182	\$76,279	\$67,596	\$156,279	\$133,522
SHS CORE	\$309,115	\$313,123	\$276,552	\$273,283	\$286,400	\$288,583	\$281,590	\$304,024	\$281,898	\$308,820	\$591,188	\$528,019
Significant Projects & Corridors	-	\$10,415	-	-	-	-	-	-	-	-	-	-
Formula Debt Service + Fees & Interest ¹	\$62,318	\$62,318	\$67,476	\$67,476	\$69,510	\$69,510	\$69,536	\$69,536	\$69,550	\$69,550	\$139,233	\$139,233
System Support	\$6,500	\$7,460	\$6,500	\$6,991	\$6,500	\$6,636	\$6,500	\$6,636	\$6,500	\$6,636	\$13,000	\$13,000
Safety - Local	\$8,957	\$8,957	\$8,942	\$8,942	\$8,942	\$8,942	\$8,942	\$8,942	\$8,942	\$8,942	\$17,884	\$17,884
Safety - Railroad Crossings	\$2,219	\$2,315	\$2,219	\$2,215	\$2,219	\$2,295	\$2,219	\$2,025	\$2,219	\$1,275	\$4,437	\$4,438
Safety - Rest Areas	-	-	-	-	-	-	-	-	-	-	-	-
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	\$84,994	\$96,465	\$90,137	\$90,624	\$92,171	\$92,383	\$92,171	\$92,139	\$92,211	\$91,403	\$184,555	\$184,564
Planning & Scoping	\$3,921	\$7,088	\$400	\$2,100	\$400	\$1,600	\$200	\$1,600	200	\$1,600	\$200	\$250
Metropolitan Planning	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	\$1,895	-	-
State Planning and Research	\$7,091	\$7,085	\$7,066	\$7,441	\$7,066	\$7,066	\$7,066	\$7,066	\$7,066	\$7,066	-	-
Highway Planning	\$12,907	\$16,068	\$9,361	\$11,436	\$9,361	\$10,561	\$9,161	\$10,561	\$9,161	\$10,561	\$200	\$250
Transportation Alternatives Program (TAP)	\$3,968	\$2,912	\$3,822	\$3,246	\$3,822	\$3,822	\$3,822	\$3,822	\$3,822	\$3,822	-	-
Freight	\$10,483	\$8,145	\$10,446	\$11,673	\$10,446	\$7,241	\$10,446	\$9,161	\$10,446	\$10,445	\$20,892	\$20,892
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	-	-
Highway Statewide Competitive	\$16,162	\$12,768	\$15,979	\$16,630	\$15,979	\$12,954	\$15,979	\$14,694	\$15,979	\$15,978	\$20,892	\$20,892
STP - Local Urban	\$8,748	\$9,015	\$8,748	\$8,979	\$8,748	\$8,860	\$8,748	\$8,929	\$8,748	\$8,748	\$30,000	\$29,176
STP - Transportation Management Area	\$10,949	\$11,648	\$10,949	\$10,949	\$10,949	\$10,949	\$10,949	\$10,947	\$10,949	\$10,949	\$21,897	\$21,088
TAP - Transportation Management Area	\$480	\$480	\$480	\$480	\$480	\$480	\$480	\$480	\$480	\$475	\$960	\$741
STP - Local Rural	\$14,796	\$14,245	\$14,796	\$14,729	\$14,796	\$16,271	\$14,796	\$8,167	\$14,796	\$13,450	\$29,592	\$25,453
Bridge, Local	\$5,447	\$4,703	\$5,447	\$2,958	\$5,447	\$3,289	\$5,447	\$10,902	\$5,447	\$6,586	\$10,894	\$18,188
Bridge, Off System	\$4,085	\$5,381	\$4,085	\$6,786	\$4,085	\$4,767	\$4,085	\$5,259	\$4,085	\$4,292	\$8,170	\$5,158
LHTAC Programs	\$33,285	\$33,286	\$33,270	\$33,415	\$33,270	\$33,269	\$33,270	\$33,270	\$33,270	\$33,270	\$66,540	\$66,683
Highway Local	\$43,505	\$45,472	\$44,505	\$44,881	\$44,505	\$44,615	\$44,505	\$44,684	\$44,505	\$44,500	\$101,513	\$99,804
Highway Federal Formula & State Funds	\$467,683	\$483,896	\$436,534	\$436,854	\$448,416	\$449,052	\$443,432	\$466,103	\$443,754	\$471,263	\$898,348	\$833,520
High Priority (SAFETEA-LU)	-	-	\$1,754	\$1,754	-	-	-	-	-	-	-	-
High Priority (TEA-21)	-	-	\$6,969	\$6,969	-	-	-	-	-	-	-	-
Discretionary Earmarks	\$15,700	\$15,700	-	-	-	-	-	-	-	-	-	-
Emergency Relief	\$1,484	\$1,484	-	-	-	-	-	-	-	-	-	-
Federal Lands Access (FLAP)	\$13,898	\$16,020	\$13,898	\$18,355	\$13,898	\$13,368	\$13,898	\$427	\$13,898	-	\$27,796	-
Indian Reservation Roads	\$822	\$822	\$113	\$113	-	-	-	-	-	-	-	-
Other Federal Non-Formula	\$2,162	\$2,162	\$3,762	\$3,762	\$1,962	\$1,962	\$1,762	\$1,762	\$1,962	\$1,962	-	-
Highway Other Federal Programs	\$34,066	\$36,188	\$26,496	\$30,953	\$15,860	\$15,330	\$15,660	\$2,189	\$15,860	\$1,962	\$27,796	-
Federal Non-Participating	-	-	-	-	-	-	-	-	-	-	-	-
Local/Private Partnership	\$24,000	\$24,000	\$344	\$344	\$5,563	\$5,563	\$1,440	\$1,440	\$380	\$380	-	-
Highway Other Programs	\$24,000	\$24,000	\$344	\$344	\$5,563	\$5,563	\$1,440	\$1,440	\$380	\$380	-	-
GARVEE 2017 Legislative Authorization²	\$118,900	\$118,900	\$78,697	\$78,697	-	-	-	-	-	-	-	-
Highways Total	\$644,649	\$662,984	\$542,071	\$546,848	\$469,839	\$469,945	\$460,532	\$469,732	\$459,994	\$473,605	\$926,144	\$833,520
Capital	\$14,696	\$14,696	\$13,774	\$13,774	\$14,187	\$14,187	\$13,774	\$13,774	\$13,019	\$13,019	-	-
Operations	\$26,956	\$26,956	\$26,848	\$26,848	\$26,872	\$26,872	\$26,908	\$26,908	\$23,216	\$23,216	-	-
Public Transit Total	\$41,652	\$41,652	\$40,622	\$40,622	\$41,059	\$41,059	\$40,682	\$40,682	\$36,235	\$36,235	-	\$8,235
New Airport Facility	\$8,835	\$8,835	\$10,648	\$10,648	\$8,014	\$8,014	\$4,069	\$4,069	\$7,748	\$7,748	\$10,569	\$10,569
Airport Facility Maintenance	\$35,267	\$35,267	\$26,918	\$26,918	\$13,903	\$13,903	\$7,749	\$7,749	\$1,170	\$1,170	\$10,569	\$10,569
Airport Planning	\$1,008	\$1,008	\$400	\$400	\$546	\$546	\$45	\$45	\$750	\$750	\$8,272	\$8,272
Aviation System Planning	\$301	\$301	\$574	\$574	\$289	\$289	-	-	\$311	\$311	\$393	\$393
Aeronautics Total	\$45,411	\$45,411	\$38,540	\$38,540	\$22,752	\$22,752	\$11,863	\$11,863	\$9,979	\$9,979	\$29,803	\$29,803
Grand Total	\$731,712	\$750,047	\$621,233	\$626,010	\$533,650	\$533,756	\$513,077	\$522,277	\$506,208	\$519,819	\$955,947	\$863,323

Financial Status of Project Sponsoring Entities

Roadway Jurisdictions

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

In FY2018, the local roadway jurisdictions in Ada and Canyon Counties budgeted only 1.32% of their budget on capital construction projects. The majority of their funds (61.45%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 8.93% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed 8.93% of the budgets. Finally, administrative costs were 6.51% of the overall expenses for roadway jurisdictions.

The local roadway jurisdictions collectively reported on their FY2018 Road and Street Reports that over \$131 million of maintenance work is currently deferred, due to lack of funding.

Tables 26 through 28 provide FY2018 financial information from local agencies with roadway jurisdictions in Ada and Canyon Counties. Additional information is provided in Appendix C. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 26: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2018

	Total Local Income	Total State Income	Total Federal Income	Total Income
Highway Districts				
ACHD	\$78,835,931	\$34,779,750	\$4,958,375	\$118,574,056
Canyon	\$5,135,330	\$3,039,518	\$226,719	\$8,401,567
Golden Gate	\$1,346,429	\$1,227,970	\$115,900	\$2,690,299
Nampa	\$7,684,329	\$4,354,996	\$0	\$12,039,325
Notus-Parma	\$943,713	\$1,158,008	\$0	\$2,101,721
Cities				
Caldwell	\$3,781,715	\$3,010,681	\$325,347	\$7,117,743
Greenleaf	\$58,431	\$40,644	\$0	\$99,075
Melba	\$6,968	\$52,670	\$0	\$59,638
Middleton	\$1,222,977	\$416,869	\$0	\$1,639,846
Nampa	\$6,031,175	\$5,606,079	\$0	\$11,637,254
Notus	\$20,696	\$203,387	\$0	\$224,083
Parma	\$160,384	\$106,220	\$0	\$266,604
Wilder	\$72,294	\$147,299	\$0	\$219,593
Total	\$105,300,372	\$54,144,091	\$5,626,341	\$165,070,804

Source: 2018 Road and Street Report, Self-Reported, September 30, 2018.

Table 27: Total Disbursements for Agencies with Roadway Jurisdiction, FY2018

	Total Construction Costs	Total Reconstruction Costs	Total Routine Maintenance	Total Equipment	Administration	*Other Expenses	Total Disbursements
Highway Districts							
ACHD	\$755,782	\$43,476,989	\$32,604,757	\$8,511,812	\$7,210,192	\$27,061,564	\$119,621,096
Canyon	\$0	\$2,949,480	\$1,399,414	\$1,354,139	\$799,463	\$1,244,090	\$7,746,586
Golden Gate	\$101,441	\$453,210	\$642,752	\$517,167	\$422,527	\$191,308	\$2,328,405
Nampa	\$826,121	\$2,324,579	\$3,603,459	\$1,326,109	\$550,114	\$3,484,386	\$12,114,769
Notus-Parma	\$0	\$457,921	\$632,240	\$225,123	\$343,514	\$104,160	\$1,762,958
Cities							
Caldwell	\$458,067	\$1,631,559	\$1,058,496	\$1,829,625	\$507,516	\$1,449,117	\$6,934,830
Greenleaf	\$6,341	\$3,787	\$8,086	\$2,696	\$21,925	\$14,984	\$57,820
Melba	\$0	\$0	\$119	\$2,065	\$21,157	\$22,320	\$45,661
Middleton	\$0	\$12,635	\$180,209	\$36,993	\$82,462	\$957,061	\$1,269,360
Nampa	\$0	\$7,309,551	\$2,095,611	\$831,642	\$699,158	\$1,346,226	\$12,282,188
Notus	\$0	\$196,774	\$16,204	\$9,887	\$364	\$6,551	\$229,780
Parma	\$0	\$67,830	\$79,797	\$38,677	\$19,399	\$27,776	\$233,479
Wilder	\$27,496	\$26,979	\$6,842	\$19,920	\$41,965	\$3,563	\$126,765
Total	\$2,175,248	\$58,911,294	\$42,327,986	\$14,705,855	\$10,719,756	\$35,913,106	\$164,753,697

*Other expenses, such as property purchase, audits, engineering services, payments to local governments, etc.
 Source: 2018 Road and Street Report, Self-Reported, September 30, 2018.

Table 28: Total Income minus Disbursements for Agencies with Roadway Jurisdiction, FY2018

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjust	Closing Fund Balance	Obligated for projects	Retained for operations
Highway Districts								
ACHD	\$28,321,792	\$118,574,056	\$119,621,096	(\$1,047,040)	\$0	\$27,274,752	\$27,274,752	\$0
Canyon	\$5,147,376	\$8,401,567	\$7,746,586	\$654,981	\$124,027	\$5,926,384	\$5,576,384	\$0
Golden Gate	\$659,217	\$2,690,299	\$2,328,405	\$361,894	\$0	\$1,021,111	\$821,111	\$200,000
Nampa	\$7,641,833	\$12,039,325	\$12,114,769	(\$75,444)	\$0	\$7,566,389	\$5,052,219	\$2,514,170
Notus-Parma	\$1,696,120	\$2,101,721	\$1,762,958	\$338,763	\$0	\$2,034,883	\$1,659,983	\$374,900
Cities								
Caldwell	\$3,398,228	\$7,117,743	\$6,934,830	\$183,363	\$6,911	\$3,588,502	-	-
Greenleaf	\$89,254	\$99,075	\$57,820	\$41,255	\$0	\$130,509	\$130,509	-
Melba	\$0	\$59,638	\$45,661	\$13,977	\$0	\$13,977	\$10,000	\$3,977
Middleton	\$109,925	\$1,639,846	\$1,269,360	\$370,486	\$0	\$480,411	\$480,411	-
Nampa	\$8,560,637	\$11,637,254	\$12,282,188	(\$644,934)	\$0	\$7,915,703	-	-
Notus	\$90,275	\$224,083	\$229,780	(\$5,697)	\$0	\$84,578	\$72,578	\$12,000
Parma	\$379,504	\$266,604	\$233,479	\$33,125	\$1,829	\$414,458	\$125,000	\$289,458
Wilder	\$68,537	\$219,593	\$126,765	\$92,828	\$0	\$161,365	\$161,365	-
Total	\$56,162,698	\$165,070,804	\$164,753,697	\$317,557	\$132,767	\$56,613,022	\$41,364,312	\$3,394,505

Source: 2018 Road and Street Report, Self-Reported, September 30, 2018.

Valley Regional Transit (VRT)

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

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

Budget projections, including inflation, predict that without additional funding, service could be negatively affected as early as FY2021. See additional details in Appendix C. VRT reports a capital shortfall of \$17 million.

Table 29 provides VRT's FY2020 summary budget. VRT's future budget is based on historical trends and assumes continuation of funding from local jurisdictions at least at the current rate, plus an approximate 2% increase to cover inflation. However, in FY2020, the City of Boise committed to increasing its contribution to VRT to increase service and fund capital replacements (i.e., buses, equipment, and facilities). The City of Eagle and Ada County are providing additional funding to increase service within the City of Eagle, and the City of Meridian is providing funds to start a fixed-line service within the city. The City of Meridian's expanded contribution for FY2020 will expand the bus fleet; new fixed-line service is expected to begin in FY2021. Because these budget enhancements were not finalized until FY2020 local jurisdiction budgets were adopted, they are not yet reflected in the VRT budget forecasts.

Table 29: VRT FY2020 Budget Summary by Category

**Fiscal Year 2020 Budget
Budget Summary by Budget Area**

REVENUES		EXPENSES	
Regional Overhead and Operations		Regional Overhead and Operations	
Directly Generated Revenues	\$ 162,150	Wages and Salaries	\$ 1,684,364
Auxiliary Revenues	219,884	Fringe Benefits	1,145,417
Federal Assistance	3,223,875	Professional Services	1,014,809
Local Assistance	<u>2,931,920</u>	Materials and Supplies	1,142,716
TOTAL	\$ 6,537,829	Utilities	103,652
		Casualty and Liability	105,630
		Purchased Transportation	1,600,118
		Miscellaneous	447,137
		Subrecipient Pass Through	219,716
		Interest	400
		Leases and Rentals	<u>68,550</u>
		TOTAL	\$ 6,532,509
Boise Transportation Services		Boise Transportation Services	
Directly Generated Revenues	\$ 773,800	Wages and Salaries	3,820,057
Auxiliary Revenues	191,485	Fringe Benefits	2,883,912
Federal Assistance	2,491,257	Professional Services	689,759
Local Assistance	<u>5,610,769</u>	Materials and Supplies	945,150
TOTAL	\$ 9,067,311	Utilities	142,075
Contingency Enhancement Operations	<u>\$ 500,000</u>	Casualty and Liability	306,118
Total with Enhancements	\$ 9,567,311	Purchased Transportation	
		Miscellaneous	151,925
		Interest	-
		Leases and Rentals	<u>128,315</u>
		TOTAL	9,067,311
		Contingency Enhancement Operations	<u>\$ 500,000</u>
		Total with Enhancements	\$ 9,567,311
Canyon County Transportation Services		Canyon County Transportation Services	
Directly Generated Revenues	\$ 168,300	Wages and Salaries	932,267
Auxiliary Revenues	74,466	Fringe Benefits	414,920
Federal Assistance	1,106,041	Professional Services	196,150
Local Assistance	<u>750,164</u>	Materials and Supplies	360,950
TOTAL	\$ 2,098,971	Utilities	59,274
		Casualty and Liability	100,001
		Purchased Transportation	-
		Miscellaneous	27,408
		Interest	-
		Leases and Rentals	<u>8,000</u>
		TOTAL	\$ 2,098,971
Capital		Capital Projects	
Federal Capital Assistance	\$ 3,704,795	VRT	\$ 5,170,050
Local Capital Assistance	1,465,255	Subrecipient - Pass Through	<u>424,000</u>
Subrecipient Pass Through	<u>424,000</u>	TOTAL	\$ 5,594,050
TOTAL	\$ 5,594,050	Contingency Enhancement Capital	<u>\$ 1,000,000</u>
Contingency Enhancement Capital	<u>\$ 1,000,000</u>	Total with Enhancements	\$ 6,594,050
Total with Enhancements	\$ 6,594,050		
Grand Total Revenues	\$24,798,161	Grand Total Expenses	\$24,792,841

As of August 2019

General Statement of Financial Constraint

The projects programmed in this document can reasonably be funded through anticipated funding sources. Table 30 demonstrates available funding versus programmed funding for all funding sources in the COMPASS planning 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 30: COMPASS Region Available vs. Programmed Funding (as of September 2019)

Funding Source*	2020		2021		2022		2023		2024		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Bridge (Local)	0	0	152	152	0	0	6,497	6,497	0	0	0	0
CDBG	500	500	0	0	0	0	0	0	0	0	0	0
Fed RRX	1,085	1,085	20	20	436	436	235	235	260	260	0	0
Freight	685	685	0	0	7,132	7,132	0	0	0	0	0	0
FTA 5303***	272	272	272	272	272	272	272	272	0	0	0	0
FTA 5307 LU***	4,610	3,695	4,610	3,432	4,610	3,432	4,610	3,432	4,610	3,432	4,610	3,432
FTA 5307 SU***	2,556	2,357	2,556	2,357	2,556	2,357	2,556	2,357	2,556	2,357	2,556	2,357
FTA 5310 LU***	299	299	299	299	299	299	299	299	299	299	299	299
FTA 5310 R***	199	199	0	0	0	0	0	0	0	0	0	0
FTA 5310 SU***	245	226	245	226	245	0	245	0	245	0	245	0
FTA 5311***	2,104	2,104	0	0	0	0	0	0	0	0	0	0
FTA 5339 C	3,000	3,000	0	0	0	0	0	0	0	0	0	0
FTA 5339 LU***	555	555	555	555	555	555	555	555	555	555	555	555
FTA 5339 R***	675	675	0	0	0	0	0	0	0	0	0	0
FTA 5339 SU***	297	454	297	297	297	0	297	0	297	0	297	0
HB132 and HB312	11,188	11,188	0	0	0	0	0	0	0	0	0	0
HSIP	0	0	0	0	5,100	5,100	0	0	0	0	0	0
HSIP (Local)	1,337	1,337	1,235	1,235	0	0	0	0	0	0	0	0
IM	7,386	7,386	15,345	15,345	0	0	0	0	0	0	0	0
Local (Regionally Significant)	17,123	17,123	5,238	5,238	2,105	2,105	7,903	7,903	0	0	25,744	25,744
Local Participating	1,302	1,302	350	350	574	574	1,467	1,467	386	386	609	609
Metropolitan Planning	1,199	1,199	1,199	1,199	1,199	1,199	1,199	1,199	1,199	1,199	0	0
NHPP	620	620	7,013	7,013	7,959	7,959	14,395	14,395	0	0	6,100	6,100
STAR	22,340	22,340	0	0	5,000	5,000	0	0	0	0	0	0
State	93,547	93,547	78,870	78,870	0	0	0	0	0	0	0	0
State (GARVEE)	14,200	14,200	0	0	0	0	0	0	0	0	0	0
STP-R	0	0	3,095	3,095	0	0	0	0	0	0	2,151	2,151
STP-State	5	5	0	0	0	0	0	0	0	0	0	0
STP-TMA	11,959	11,648	10,949	10,922	10,949	10,722	10,949	10,512	10,949	10,293	21,898	19,350
STP-U	5,012	5,012	3,672	3,672	667	667	4,831	4,831	2,228	2,228	6,080	6,080
TAP-TMA	480	480	480	481	480	471	480	462	480	448	960	684
TAP-Urban	13,58	1,358	538	538	0	0	0	0	0	0	0	0
TECM	10,550	10,550	16,044	16,044	20,400	20,400	14,178	14,178	6,630	6,630	5,722	5,722
Total	215,330	215,401	153,034	151,612	70,835	68,680	70,968	68,594	30,694	28,087	77,826	73,083

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

*Descriptions of funding sources and definitions of abbreviations can be found in Table 22, "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%. Available funds for year shown only, but program may include previous year carry-over funds.

Blue highlight = programs managed by COMPASS or VRT.

XI. 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 31.

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

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

Table 31: Share of Project Costs Allocated by Type of Project (as of September 2019)

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
2020	\$224,206	\$176,861	\$27,557	-	\$19,788	78.88%	12.29%	-	8.83%
2021	\$156,248	\$128,094	\$16,804	-	\$10,351	81.98%	10.75%	-	6.62%
2022	\$71,643	\$57,134	\$12,462	-	\$2,047	79.75%	17.39%	-	2.86%
2023	\$71,340	\$52,848	\$16,702	-	\$1,790	74.08%	23.41%	-	2.51%
2024	\$30,762	\$17,478	\$11,074	-	\$2,210	56.82%	36%	-	7.18%
2025	\$21,604	\$19,476	\$1,758	-	\$369	90.15%	8.14%	-	1.71%
2026	\$9,132	\$7,654	\$1,478	-	-	83.82%	16.18%	-	-
PD	\$45,599	\$25,748	\$18,869	\$615	\$367	56.47%	41.38%	1.35%	0.8%
Total	\$630,534	\$485,293	\$106,704	\$615	\$36,922	76.96%	16.92%	0.09%	5.85%

Shown in year of expenditure – inflated.
 Funds shown in \$1,000.
 Match and local funds included.

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).

FY2020-2026 Regional Transportation Improvement Program

Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars



10th Avenue ITS and Overlay, Caldwell

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: \$241

Total Programmed Cost: \$1,229

Total Cost (Prev. + Prog.): \$1,470

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
PD	0	0	0	0	157	1,072	1,229	1,139	90
Fund Totals:	\$0	\$0	\$0	\$0	\$157	\$1,072	\$1,229	\$1,139	\$90

*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:

Community Infrastructure
Health
Open Space
Transportation Safety

Federal PM:



Requesting Agency: City of Eagle

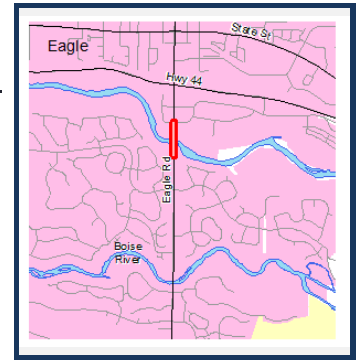
Project Year: 2023

Total Previous Expenditures: \$257

Total Programmed Cost: \$1,263

Total Cost (Prev. + Prog.): \$1,520

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
2020	0	0	10	0	0	0	10	9	1
2023	0	0	0	0	0	33	33	31	2
Fund Totals:	\$0	\$0	\$10	\$0	\$0	\$33	\$43	\$40	\$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
2023	0	0	0	0	125	956	1,081	0	1,081
Fund Totals:	\$0	\$0	\$0	\$0	\$125	\$956	\$1,081	\$0	\$1,081

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
2020	0	0	63	0	0	0	63	58	5
2023	0	0	0	0	0	76	76	70	6
Fund Totals:	\$0	\$0	\$63	\$0	\$0	\$76	\$139	\$129	\$10

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

Capital Maintenance, Phase 1, Boise Area - FY2020

Key #: 18728

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$527

Total Programmed Cost: \$5,276

Total Cost (Prev. + Prog.): \$5,803

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



Funding Source		STP-TMA		Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2020	0	0	0	0	688	4,588	5,276	4,889	387	
Fund Totals:	\$0	\$0	\$0	\$0	\$688	\$4,588	\$5,276	\$4,889	\$387	

Capital Maintenance, Phase 1, Boise Area - FY2021

Key #: 18701

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$494

Total Programmed Cost: \$5,046

Total Cost (Prev. + Prog.): \$5,540

Project Description : Supplement the local pavement preservation program to complete pavement improvements on federal-aid highways in the Boise Urbanized Area. Work includes improvements to meet Americans with Disabilities Act (ADA) requirements to adjoining sidewalks. Segments include: Fairview Avenue, Maple Grove to Milwaukee Road; Curtis Road, Fairview Avenue to Ustick Road and Targee Street to Overland Road; Linden Street, Broadway Avenue to Gekeler Lane; Boise Avenue, Broadway Avenue to Gekeler Lane; and Pleasant Valley Road, Hollilynn Drive to Gowen Road.



Funding Source		STP-TMA		Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	0	0	0	0	658	4,388	5,046	4,676	370	
Fund Totals:	\$0	\$0	\$0	\$0	\$658	\$4,388	\$5,046	\$4,676	\$370	

Capital Maintenance, Phase 2, Boise Area - FY2020

Key #: 19887

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$245

Total Programmed Cost: \$2,262

Total Cost (Prev. + Prog.): \$2,507

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	0	0	0	0	295	1,967	2,262	2,096	166		
Fund Totals:	\$0	\$0	\$0	\$0	\$295	\$1,967	\$2,262	\$2,096	\$166		

Capital Maintenance, Phase 2, Boise Area - FY2021

Key #: 20129

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$213

Total Programmed Cost: \$2,163

Total Cost (Prev. + Prog.): \$2,376

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	282	1,881	2,163	2,004	159		
Fund Totals:	\$0	\$0	\$0	\$0	\$282	\$1,881	\$2,163	\$2,004	\$159		

Capital Maintenance, Phase 3, Boise Area - FY2020

Key #: 19847

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2020

Total Previous Expenditures: \$62

Total Programmed Cost: \$300

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

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



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	
2020	0	0	0	0	0	7	7	0	7	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$7	\$7	\$0	\$7	

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	
2020	0	0	0	0	39	254	293	271	22	
Fund Totals:	\$0	\$0	\$0	\$0	\$39	\$254	\$293	\$271	\$22	

Capital Maintenance, Phase 3, Boise Area - FY2021

Key #: 20159

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2021

Total Previous Expenditures: \$91

Total Programmed Cost: \$306

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

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



Funding Source		Local Participating		Program Hwy - Local Partnerships			Local Match		100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	0	0	0	0	0	147	147	0	147	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$147	\$147	\$0	\$147	

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	
2021	0	0	0	0	40	119	159	147	12	
Fund Totals:	\$0	\$0	\$0	\$0	\$40	\$119	\$159	\$147	\$12	

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: \$2,994
 Total Cost (Prev. + Prog.): \$3,416

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

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
2020	0	0	40	0	0	0	40	37	3
2023	0	0	0	0	471	2,483	2,954	2,737	217
Fund Totals:	\$0	\$0	\$40	\$0	\$471	\$2,483	\$2,994	\$2,774	\$220

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

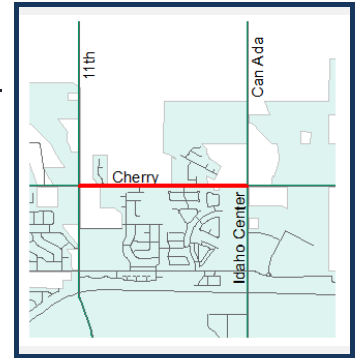
Key #: ORN22438

Inflated

COMPASS PM:

Maintenance
 Farmland

Federal PM:



Requesting Agency: City of Nampa
 Project Year: PD
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$1,302
 Total Cost (Prev. + Prog.): \$1,302

Project Description : Rebuild Cherry Lane between 11th Avenue North and Idaho Center 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
PD	43	128	0	0	185	946	1,302	1,206	96
Fund Totals:	\$43	\$128	\$0	\$0	\$185	\$946	\$1,302	\$1,206	\$96

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

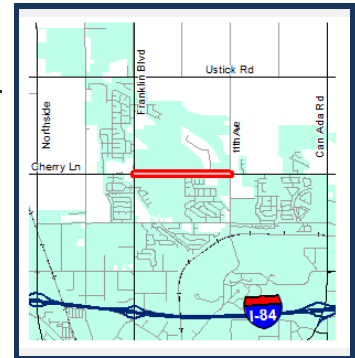
Key #: 22017

Inflated

COMPASS PM:

Maintenance
 Farmland

Federal PM:



Requesting Agency: City of Nampa
 Project Year: PD
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$1,377
 Total Cost (Prev. + Prog.): \$1,377

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
2022	26	178	0	0	0	0	204	189	15
PD	0	0	0	0	321	852	1,173	1,087	86
Fund Totals:	\$26	\$178	\$0	\$0	\$321	\$852	\$1,377	\$1,276	\$101

*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:

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

Federal PM:



Requesting Agency: ACHD
Project Year: 2019-2020
Total Previous Expenditures: \$7,785
Total Programmed Cost: \$730
Total Cost (Prev. + Prog.): \$8,515

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
2020	0	0	0	0	8	722	730	0	730
Fund Totals:	\$0	\$0	\$0	\$0	\$8	\$722	\$730	\$0	\$730

Cole Road, McGlochin Street to Victory Road, Boise

Key #: IN205-97

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
Housing
Transportation Safety
Community Infrastructure

Federal PM:



Requesting Agency: ACHD
Project Year: 2020
Total Previous Expenditures: \$2,136
Total Programmed Cost: \$7,498
Total Cost (Prev. + Prog.): \$9,634

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

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
2020	0	0	0	25	66	7,407	7,498	0	7,498
Fund Totals:	\$0	\$0	\$0	\$25	\$66	\$7,407	\$7,498	\$0	\$7,498

*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: \$176

Total Programmed Cost: \$1,391

Total Cost (Prev. + Prog.): \$1,567

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		
2020	0	0	0	0	217	1,114	1,331	1,233	98		
Fund Totals:	\$0	\$0	\$0	\$0	\$217	\$1,114	\$1,331	\$1,233	\$98		

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			
2020	0	0	0	60	0	0	60	0	60			
Fund Totals:	\$0	\$0	\$0	\$60	\$0	\$0	\$60	\$0	\$60			

*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: 2020-2025

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,650

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

Project Description : Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas. These projects tie to ITD key numbers 19521, 20260, 20729, 22015, ORN22436, and ORN22386.

ACHD	COMMUTERIDE

Funding Source		STP-U	Program					Local Hwy - Urban	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
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	110	110	110	0	
2024	0	0	0	0	0	55	55	55	0	
2025	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	
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	
2024	0	0	0	0	0	220	220	220	0	
2025	0	0	0	0	0	220	220	220	0	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,320	\$1,320	\$1,320	\$0	

Commuteride, Van Replacements, Canyon County - FY2019-2021

Key #: 20136a

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

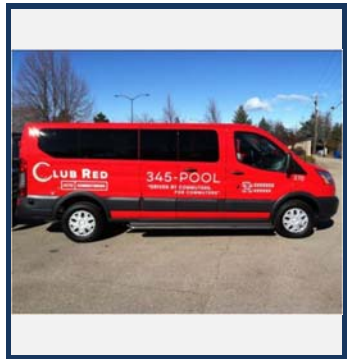
Project Year: 2019-2021

Total Previous Expenditures: \$290

Total Programmed Cost: \$580

Total Cost (Prev. + Prog.): \$870

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



Funding Source		FTA 5339 SU	Program					Transit Capital	Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2020	0	0	0	0	0	290	290	232	58	
2021	0	0	0	0	0	290	290	232	58	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$580	\$580	\$464	\$116	

*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: 2020-2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$32

Total Cost (Prev. + Prog.): \$32

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				
2020	0	0	0	0	0	14	14	13	1				
2021	0	0	0	0	0	6	6	6	0				
2022	0	0	0	0	0	12	12	11	1				
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$32	\$32	\$30	\$2				

Culvert Replacements, Canyon County

Key #: ORN22258

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$188

Total Cost (Prev. + Prog.): \$188

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



Funding Source		State						Program		State Highway - Safety		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2020	15	0	0	0	0	0	15	0	15				
2021	0	0	0	0	23	150	173	0	173				
Fund Totals:	\$15	\$0	\$0	\$0	\$23	\$150	\$188	\$0	\$188				

Eagle Road, Amity Road to Victory Road, Meridian

Key #: RD207-33

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
 Transportation Safety
 Housing
 Community Infrastructure

Federal PM:



Requesting Agency: ACHD

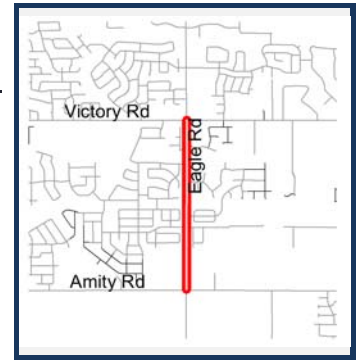
Project Year: 2021

Total Previous Expenditures: \$320

Total Programmed Cost: \$4,566

Total Cost (Prev. + Prog.): \$4,886

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



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	3	0	4,563	4,566	0	4,566
Fund Totals:	\$0	\$0	\$0	\$3	\$0	\$4,563	\$4,566	\$0	\$4,566

Eagle Road, Lake Hazel Road to Amity Road, Meridian

Key #: RD216-04

Inflated

COMPASS PM:

Congestion Reduction/System Reliability

Federal PM:



Requesting Agency: ACHD

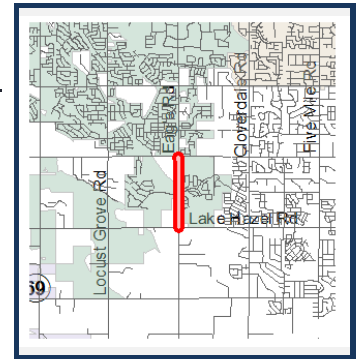
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,459

Total Cost (Prev. + Prog.): \$7,459

Project Description : Widen Eagle Road from Lake Hazel Road to Amity Road in the City of Meridian to five lanes with curb, gutter, sidewalk and a Level 3 bike facility.



Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	778	0	0	0	0	778	0	778
2023	0	0	1,288	0	0	0	1,288	0	1,288
PD	0	0	0	129	45	5,219	5,393	0	5,393
Fund Totals:	\$0	\$778	\$1,288	\$129	\$45	\$5,219	\$7,459	\$0	\$7,459

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

Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa

Key #: 22102

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,644

Total Cost (Prev. + Prog.): \$1,644

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
2020	30	120	0	0	0	0	150	139	11
2022	0	0	0	0	0	1,494	1,494	1,384	110
Fund Totals:	\$30	\$120	\$0	\$0	\$0	\$1,494	\$1,644	\$1,523	\$121

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

Key #: 22103

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: \$5,774

Total Cost (Prev. + Prog.): \$5,774

Project Description : Install a new signalized intersection approximately 1/4 mile south of the existing Franklin Boulevard and Industrial Road intersection in the City of Nampa. Work will include improvements to existing intersections at Franklin Boulevard and Industrial Road, 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
2020	50	450	0	0	0	0	500	463	37
2022	0	0	0	0	0	5,274	5,274	4,887	387
Fund Totals:	\$50	\$450	\$0	\$0	\$0	\$5,274	\$5,774	\$5,350	\$424

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

Greenhurst Road, Sunnybrook Drive to Canyon Street, Nampa

Key #: 21999

Inflated

COMPASS PM:

Transportation Safety
Health
Environmental Sustainability
Community Infrastructure

Federal PM:



Requesting Agency: City of Nampa

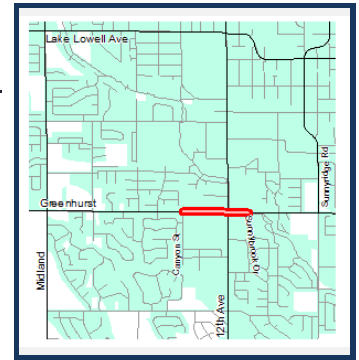
Project Year: 2021

Total Previous Expenditures: \$142

Total Programmed Cost: \$979

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	
2021	0	0	0	0	165	814	979	907	72	
Fund Totals:	\$0	\$0	\$0	\$0	\$165	\$814	\$979	\$907	\$72	

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

Key #: 19951

Inflated

COMPASS PM:

Maintenance
Farmland

Federal PM:



Requesting Agency: Canyon Highway District

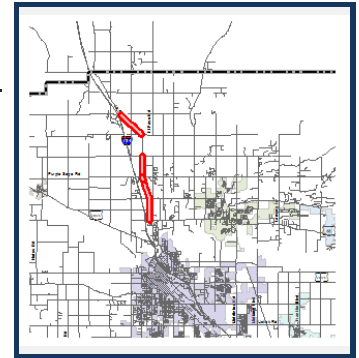
Project Year: PD

Total Previous Expenditures: \$324

Total Programmed Cost: \$2,151

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

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



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	
PD	0	0	0	0	496	1,655	2,151	1,993	158	
Fund Totals:	\$0	\$0	\$0	\$0	\$496	\$1,655	\$2,151	\$1,993	\$158	

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

Holly Street/Northwest Nazarene University Roadway Reconfiguration, Nampa

Key #: 22132

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$437

Total Cost (Prev. + Prog.): \$437

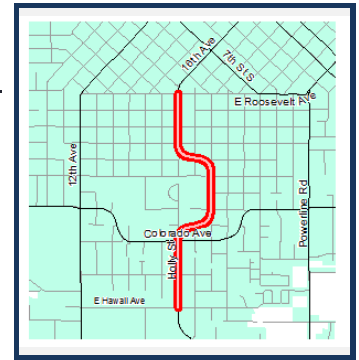
Project Description : Reconfigure the four-lane Holly Street roadway section (Roosevelt Avenue to Colorado Avenue) to a three-lane section and add bicycle lanes to improve vehicle, bicycle, and pedestrian transportation safety issues along the Holly Street corridor adjacent to Northwest Nazarene University (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.

Transportation Safety

Land Use

Health

Congestion Reduction/System Reliability



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
2022	21	44	0	0	0	0	65	60	5
PD	0	0	0	0	54	280	334	309	25
Fund Totals:	\$21	\$44	\$0	\$0	\$54	\$280	\$399	\$370	\$29

Funding Source		Local Participating	Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Federal Share	Local Share
2022	0	38	0	0	0	0	0	38
Fund Totals:	\$0	\$38	\$0	\$0	\$0	\$0	\$0	\$38

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

Key #: 20738

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$10

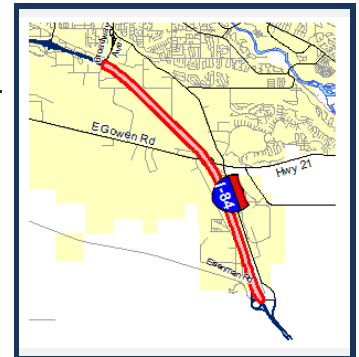
Total Programmed Cost: \$1,989

Total Cost (Prev. + Prog.): \$1,999

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.

Maintenance

Farmland



Funding Source		IM	Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Federal Share	Local Share
2020	40	0	0	0	0	0	37	3
2021	0	0	0	0	130	1,819	1,798	151
Fund Totals:	\$40	\$0	\$0	\$0	\$130	\$1,819	\$1,835	\$154

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

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

Key #: ORN22237

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

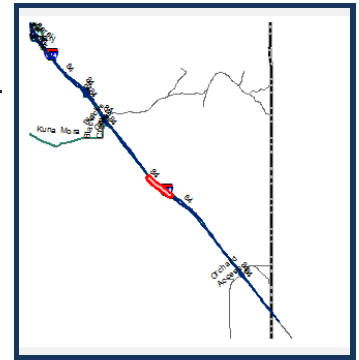
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$457

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

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



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

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

Key #: 20203

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$26

Total Programmed Cost: \$2,185

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	0	0	0	0	104	2,081	2,185	2,016	169		
Fund Totals:	\$0	\$0	\$0	\$0	\$104	\$2,081	\$2,185	\$2,016	\$169		

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

Key #: 22196

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Project Year: 2020-2021

Total Previous Expenditures: \$11,200

Total Programmed Cost: \$158,497

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

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



Funding Source		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		
2020	0	0	0	0	6,800	73,000	79,800	0	79,800		
2021	0	0	0	0	6,697	72,000	78,697	0	78,697		
Fund Totals:	\$0	\$0	\$0	\$0	\$13,497	\$145,000	\$158,497	\$0	\$158,497		

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

Sorted by Project Name
All Values in Thousands of Dollars

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Tuesday, October 1, 2019
3:49 PM

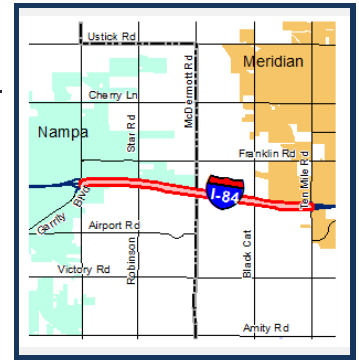
I-84, Garry Interchange to Ten Mile Interchange, Canyon and Ada Counties

Key #: 20212

Inflated

COMPASS PM:
Maintenance

Federal PM:



Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$90

Total Programmed Cost: \$4,468

Total Cost (Prev. + Prog.): \$4,558

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

Funding Source		IM Program State Hwy - Pavement Preservation						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	228	4,240	4,468	4,123	345
Fund Totals:	\$0	\$0	\$0	\$0	\$228	\$4,240	\$4,468	\$4,123	\$345

I-84, Interchange Ramp Rehabilitation, Boise

Key #: ORN22246

Inflated

COMPASS PM:

Federal PM:



Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$661

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

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

Funding Source		IM Program State Hwy - Pavement Preservation						Local Match 7.73%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	53	0	0	0	79	529	661	610	51
Fund Totals:	\$53	\$0	\$0	\$0	\$79	\$529	\$661	\$610	\$51

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

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

Key #: 22154

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

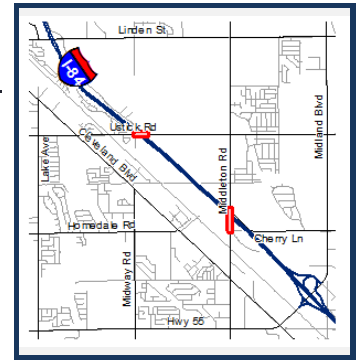
Project Year: 2020

Total Previous Expenditures: \$3,100

Total Programmed Cost: \$14,700

Total Cost (Prev. + Prog.): \$17,800

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



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		
2020	0	500	0	0	0	0	500	0	500		
Fund Totals:	\$0	\$500	\$0	\$0	\$0	\$0	\$500	\$0	\$500		

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		
2020	0	0	0	0	1,200	13,000	14,200	0	14,200		
Fund Totals:	\$0	\$0	\$0	\$0	\$1,200	\$13,000	\$14,200	\$0	\$14,200		

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

Key #: 20060

Inflated

COMPASS PM:

Maintenance
 Farmland

Federal PM:



Requesting Agency: ITD

Project Year: 2021

Total Previous Expenditures: \$16

Total Programmed Cost: \$1,428

Total Cost (Prev. + Prog.): \$1,444

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	0	0	0	0	102	1,326	1,428	1,318	110		
Fund Totals:	\$0	\$0	\$0	\$0	\$102	\$1,326	\$1,428	\$1,318	\$110		

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

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

Key #: 22508

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

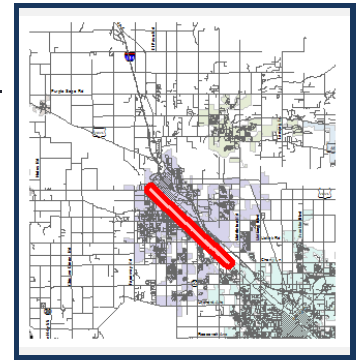
Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,340

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

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



Funding Source		State		Program				State Hwy - System Support		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	0	0	0	0	2,340	0	2,340	0	2,340		
Fund Totals:	\$0	\$0	\$0	\$0	\$2,340	\$0	\$2,340	\$0	\$2,340		

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

Key #: RD207-29

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

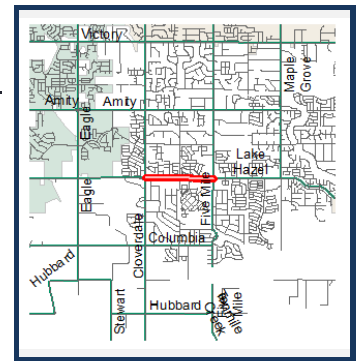
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,080

Total Cost (Prev. + Prog.): \$8,080

Project Description : Widen Lake Hazel Road from Cloverdale Road to Five Mile Road in Ada County to five lanes with curb, butter, and ten-foot multi-use pathways.



Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	0	896	0	0	0	0	896	0	896		
PD	0	0	722	194	299	5,969	7,184	0	7,184		
Fund Totals:	\$0	\$896	\$722	\$194	\$299	\$5,969	\$8,080	\$0	\$8,080		

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

Key #: RD207-30

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

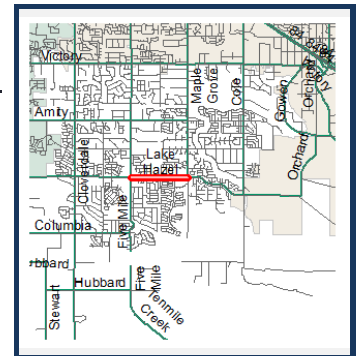
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,649

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

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



Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
PD	0	618	246	60	62	3,663	4,649	0	4,649		
Fund Totals:	\$0	\$618	\$246	\$60	\$62	\$3,663	\$4,649	\$0	\$4,649		

*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

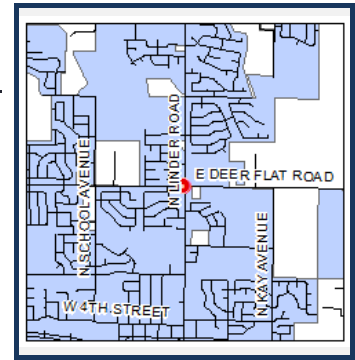
Total Previous Expenditures: \$1,173

Total Programmed Cost: \$3,340

Total Cost (Prev. + Prog.): \$4,513

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 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		
2020	0	0	0	0	481	2,859	3,340	3,095	245		
Fund Totals:	\$0	\$0	\$0	\$0	\$481	\$2,859	\$3,340	\$3,095	\$245		

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: 2019-2020

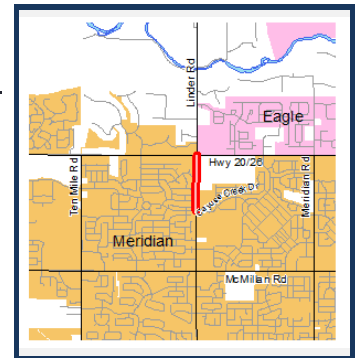
Total Previous Expenditures: \$521

Total Programmed Cost: \$53

Total Cost (Prev. + Prog.): \$574

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			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		
2020	0	0	0	0	0	53	53	0	53		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$53	\$53	\$0	\$53		

Linder Road, Franklin Road to Pine Avenue, Meridian

Key #: RD213-16

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2020

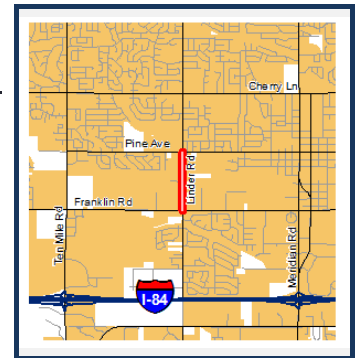
Total Previous Expenditures: \$102

Total Programmed Cost: \$2,165

Total Cost (Prev. + Prog.): \$2,267

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.

Housing
Transportation Safety
Congestion Reduction/System Reliability
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		
2020	0	0	35	50	27	2,053	2,165	0	2,165		
Fund Totals:	\$0	\$0	\$35	\$50	\$27	\$2,053	\$2,165	\$0	\$2,165		

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

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

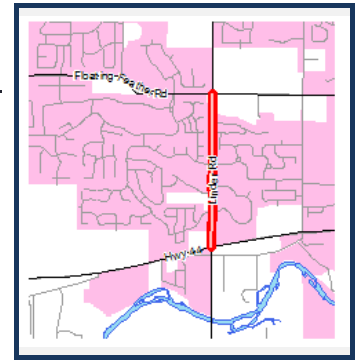
Key #: RD209-28

Inflated

COMPASS PM:

Community Infrastructure
Housing
Congestion Reduction/System Reliability
Transportation Safety

Federal PM:



Requesting Agency: ACHD

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,706

Total Cost (Prev. + Prog.): \$6,706

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
2022	0	465	5	0	0	0	470	0	470
2023	0	9	939	0	0	0	948	0	948
PD	0	0	0	0	0	5,288	5,288	0	5,288
Fund Totals:	\$0	\$474	\$944	\$0	\$0	\$5,288	\$6,706	\$0	\$6,706

Linder Road, Ustick Road to McMillan Road, Meridian

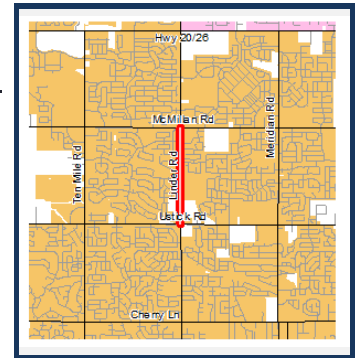
Key #: RD202-18

Inflated

COMPASS PM:

Congestion Reduction/System Reliability
Housing
Transportation Safety
Community Infrastructure

Federal PM:



Requesting Agency: ACHD

Project Year: 2019-2020

Total Previous Expenditures: \$2,761

Total Programmed Cost: \$264

Total Cost (Prev. + Prog.): \$3,025

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

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
2020	0	0	0	0	0	264	264	0	264
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$264	\$264	\$0	\$264

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

Lone Star Road and Middleton Road, Intersection Improvements, Nampa

Key # : 20613

Inflated

COMPASS PM:

Transportation Safety
 Environmental Sustainability
 Community Infrastructure

Federal PM:



Requesting Agency: City of Nampa

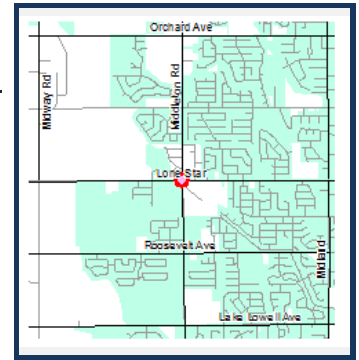
Project Year: 2020

Total Previous Expenditures: \$230

Total Programmed Cost: \$1,285

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

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



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	
2020	0	0	0	0	216	1,069	1,285	1,191	94	
Fund Totals:	\$0	\$0	\$0	\$0	\$216	\$1,069	\$1,285	\$1,191	\$94	

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

Main Street, Avenue A to Avenue C, Kuna

Key #: 20143

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Kuna

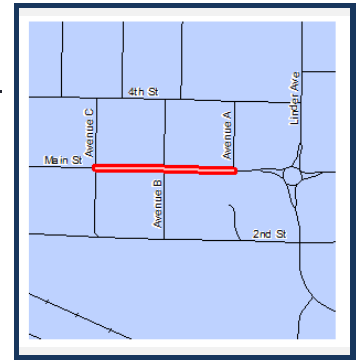
Project Year: 2020-2021

Total Previous Expenditures: \$141

Total Programmed Cost: \$2,456

Total Cost (Prev. + Prog.): \$2,597

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 roadway resurfacing, crosswalks, bulb-outs (pedestrian refuges) at the intersections, landscaping, decorative and functional lighting, benches, and bike racks.

Funding Source CDBG			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	0	0	0	0	0	500	500	0	500
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$0	\$500

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
2020	0	0	0	0	76	242	318	295	23
2021	0	0	0	0	0	80	80	74	6
Fund Totals:	\$0	\$0	\$0	\$0	\$76	\$322	\$398	\$369	\$29

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
2020	0	0	0	0	142	154	296	0	296
Fund Totals:	\$0	\$0	\$0	\$0	\$142	\$154	\$296	\$0	\$296

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
2020	0	0	0	0	0	562	562	499	63
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$562	\$562	\$499	\$63

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
2020	0	0	0	0	0	700	700	649	51
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$700	\$700	\$649	\$51

*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: \$7,959

Total Cost (Prev. + Prog.): \$8,034

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

Funding Source		Program						Local Match	
NHPP		State Hwy - Pavement Preservation						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	530	7,429	7,959	7,375	584
Fund Totals:	\$0	\$0	\$0	\$0	\$530	\$7,429	\$7,959	\$7,375	\$584

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

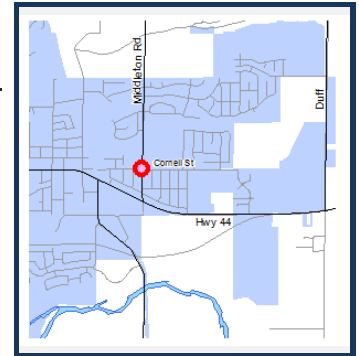
Total Previous Expenditures: \$0

Total Programmed Cost: \$308

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

Community Infrastructure

Farmland



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

Funding Source		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
2020	12	40	0	0	0	0	52	48	4
2021	0	0	0	0	45	211	256	237	19
Fund Totals:	\$12	\$40	\$0	\$0	\$45	\$211	\$308	\$285	\$23

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

Middleton Road and Ustick Road, Roundabout, Caldwell

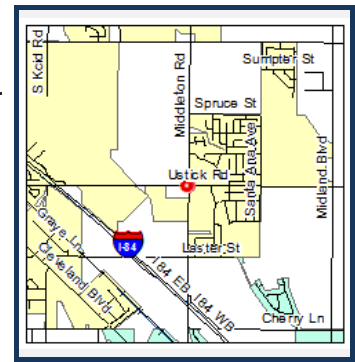
Key # : 13487 **Inflated**

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

Federal PM:


Requesting Agency: City of Caldwell
Project Year: 2024
Total Previous Expenditures: \$317
Total Programmed Cost: \$2,656
Total Cost (Prev. + Prog.): \$2,973

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	
2021	0	0	571	11	0	0	582	539	43	
2024	0	0	0	0	338	1,736	2,074	1,922	152	
Fund Totals:	\$0	\$0	\$571	\$11	\$338	\$1,736	\$2,656	\$2,461	\$195	

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

Key # : 22016 **Inflated**

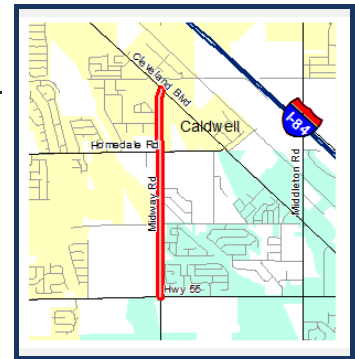
COMPASS PM:
 Maintenance
 Farmland

Federal PM:


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

Total Previous Expenditures: \$170
Total Programmed Cost: \$1,170
Total Cost (Prev. + Prog.): \$1,340

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	
PD	0	0	0	0	280	890	1,170	1,084	86	
Fund Totals:	\$0	\$0	\$0	\$0	\$280	\$890	\$1,170	\$1,084	\$86	

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

Old Highway 30, Plymouth Street Bridge, Caldwell

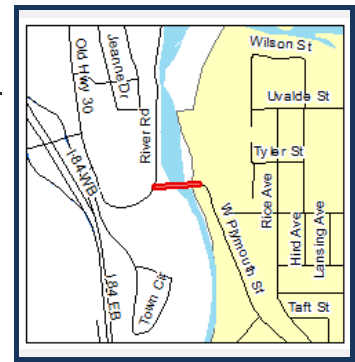
Key #: 13494

Inflated

COMPASS PM:

Transportation Infrastructure
Open Space
Congestion Reduction/System Reliability
Environmental Sustainability

Federal PM:



Requesting Agency: Canyon Highway District
Project Year: 2023 City of Caldwell

Total Previous Expenditures: \$2,171
Total Programmed Cost: \$8,700
Total Cost (Prev. + Prog.): \$10,871

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		
2021	0	0	174	0	0	0	174	161	13		
2023	0	0	0	0	307	1,570	1,877	1,739	138		
Fund Totals:	\$0	\$0	\$174	\$0	\$307	\$1,570	\$2,051	\$1,900	\$151		

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

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: 2023
Total Previous Expenditures: \$150
Total Programmed Cost: \$6,035
Total Cost (Prev. + Prog.): \$6,185

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		
2021	0	398	2	7	0	0	407	0	407		
2022	0	0	857	0	0	0	857	0	857		
2023	0	0	0	0	0	4,771	4,771	0	4,771		
Fund Totals:	\$0	\$398	\$859	\$7	\$0	\$4,771	\$6,035	\$0	\$6,035		

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

Pathway, Fairview Avenue Greenbelt Ramp, Boise

Key #: 20639

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Boise

Project Year: 2020

Total Previous Expenditures: \$54

Total Programmed Cost: \$161

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

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	4	0	0	0	31	117	152	141	11		
Fund Totals:	\$4	\$0	\$0	\$0	\$31	\$117	\$152	\$141	\$11		

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	0	0	0	0	0	9	9	0	9		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$9	\$9	\$0	\$9		

Pathway, Greenbelt Completion, Boise State

Key #: ORN22385

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Boise State University

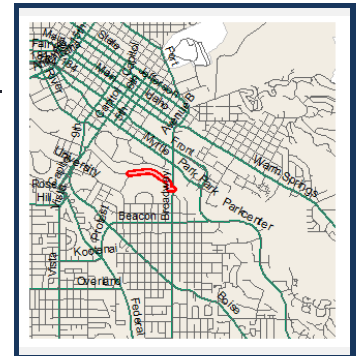
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$431

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

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



Funding Source		TAP-TMA		Program				Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	11	40	0	0	0	0	51	47	4		
PD	0	0	0	0	39	341	380	352	28		
Fund Totals:	\$11	\$40	\$0	\$0	\$39	\$341	\$431	\$399	\$32		

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

Pathway, Grimes Pathway, Nampa

Key #: 22076

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
2020	0	0	0	0	0	264	264	245	19
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$264	\$264	\$245	\$19

Pathway, Rail with Trail, Meridian

Key #: 13918

Inflated

COMPASS PM:

Land Use
Environmental Sustainability
Open Space
Transportation Safety

Federal PM:



Requesting Agency: City of Meridian

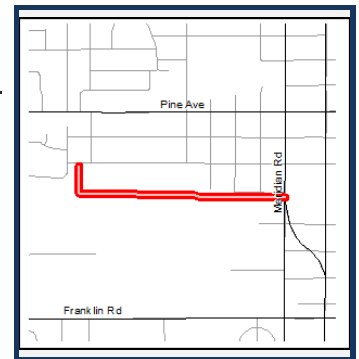
Project Year: 2022

Total Previous Expenditures: \$75

Total Programmed Cost: \$651

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

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
2022	0	0	0	0	47	343	390	361	29
Fund Totals:	\$0	\$0	\$0	\$0	\$47	\$343	\$390	\$361	\$29

Funding Source Local Participating			Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	122	0	0	0	122	0	122
2022	0	0	0	0	0	139	139	0	139
Fund Totals:	\$0	\$0	\$122	\$0	\$0	\$139	\$261	\$0	\$261

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

Key #: 22070

Inflated

COMPASS PM:

Community Infrastructure
Health
Open Space
Environmental Sustainability

Federal PM:



Requesting Agency: City of Nampa

Project Year: 2021

Total Previous Expenditures: \$66

Total Programmed Cost: \$473

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
2021	0	0	0	0	0	473	473	438	35
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$473	\$473	\$438	\$35

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

Key #: 22050

Inflated

COMPASS PM:

Community Infrastructure
Health
Open Space
Environmental Sustainability

Federal PM:



Requesting Agency: City of Nampa

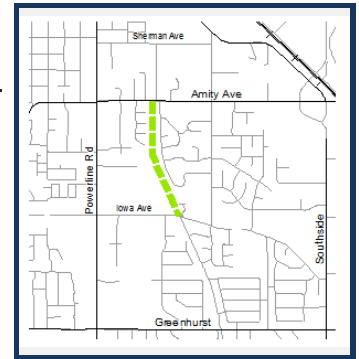
Project Year: 2020

Total Previous Expenditures: \$66

Total Programmed Cost: \$467

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
2020	0	0	0	0	0	467	467	433	34
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$467	\$467	\$433	\$34

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

Pavement Preservation and ADA, Local, Boise Area – FY2022

Key # : 20006

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$386

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

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



Funding Source		Local Participating		Program Hwy - Local Partnerships			Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	5	75	0	0	0	0	80	0	80
2022	0	0	0	0	0	306	306	0	306
Fund Totals:	\$5	\$75	\$0	\$0	\$0	\$306	\$386	\$0	\$386

Pavement Preservation and ADA, Local, Boise Area – FY2023

Key # : 20080

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$387

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

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



Funding Source		Local Participating		Program Hwy - Local Partnerships			Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	5	76	0	0	0	0	81	0	81
2023	0	0	0	0	0	306	306	0	306
Fund Totals:	\$5	\$76	\$0	\$0	\$0	\$306	\$387	\$0	\$387

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

Pavement Preservation and ADA, Local, Boise Area – FY2024

Key # : 20683

Inflated

COMPASS PM:

Federal PM:

Maintenance



Requesting Agency: ACHD

Project Year: 2024

Total Previous Expenditures: \$0

Total Programmed Cost: \$387

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

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



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

Pavement Preservation and ADA, Local, Boise Area – FY2025

Key # : 21902

Inflated

COMPASS PM:

Federal PM:

Maintenance



Requesting Agency: ACHD

Project Year: 2025

Total Previous Expenditures: \$0

Total Programmed Cost: \$380

Total Cost (Prev. + Prog.): \$380

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



Funding Source		Local Participating		Program Hwy - Local Partnerships			Local Match 100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	5	75	0	0	0	0	80	0	80
2025	0	0	0	0	0	300	300	0	300
Fund Totals:	\$5	\$75	\$0	\$0	\$0	\$300	\$380	\$0	\$380

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

Pavement Preservation and ADA, Local, Boise Area – FY2026

Key # : ORN22392

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2026

Total Previous Expenditures: \$0

Total Programmed Cost: \$380

Total Cost (Prev. + Prog.): \$380

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



Funding Source	Local Participating		Program Hwy - Local Partnerships				Total	Local Match	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Construction	Federal Share
2024	5	75	0	0	0	0	80	80	0
2026	0	0	0	0	0	300	300	300	0
Fund Totals:	\$5	\$75	\$0	\$0	\$0	\$300	\$380	\$380	\$0

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

Key # : 19465

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

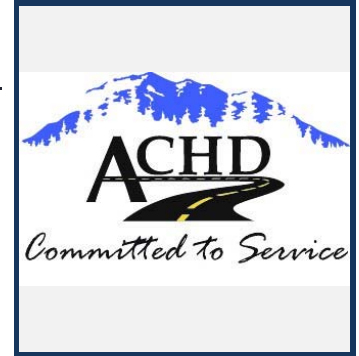
Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,078

Total Cost (Prev. + Prog.): \$6,078

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



Funding Source	STP-TMA		Program Local Hwy - Transportation Management				Total	Local Match 7.34%	
	Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering		Construction	Federal Share
2020	20	523	0	0	0	0	543	503	40
2022	0	0	0	0	722	4,813	5,535	5,129	406
Fund Totals:	\$20	\$523	\$0	\$0	\$722	\$4,813	\$6,078	\$5,632	\$446

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

Pavement Preservation and ADA, 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: \$5,936

Total Cost (Prev. + Prog.): \$5,936

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	20	519	0	0	0	0	539	499	40		
2023	0	0	0	0	704	4,693	5,397	5,001	396		
Fund Totals:	\$20	\$519	\$0	\$0	\$704	\$4,693	\$5,936	\$5,500	\$436		

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

Key # : 20674

Inflated

COMPASS PM:

Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2024

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,690

Total Cost (Prev. + Prog.): \$5,690

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	20	497	0	0	0	0	517	479	38		
2024	0	0	0	0	675	4,498	5,173	4,793	380		
Fund Totals:	\$20	\$497	\$0	\$0	\$675	\$4,498	\$5,690	\$5,272	\$418		

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

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

Key # : 21896

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2025

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,658

Total Cost (Prev. + Prog.): \$5,658

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2023	20	494	0	0	0	0	514	476	38		
2025	0	0	0	0	671	4,473	5,144	4,766	378		
Fund Totals:	\$20	\$494	\$0	\$0	\$671	\$4,473	\$5,658	\$5,243	\$415		

Pavement Preservation and ADA, Phase 1, Boise Area – FY2026

Key # : ORN22390

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

Project Year: 2026

Total Previous Expenditures: \$0

Total Programmed Cost: \$5,547

Total Cost (Prev. + Prog.): \$5,547

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



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	20	484	0	0	0	0	504	467	37		
2026	0	0	0	0	658	4,385	5,043	4,673	370		
Fund Totals:	\$20	\$484	\$0	\$0	\$658	\$4,385	\$5,547	\$5,140	\$407		

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

Pavement Preservation and ADA, 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: \$2,605

Total Cost (Prev. + Prog.): \$2,605

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



Funding Source		STP-TMA Program					Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2020	9	224	0	0	0	0	233	216	17	
2022	0	0	0	0	309	2,063	2,372	2,198	174	
Fund Totals:	\$9	\$224	\$0	\$0	\$309	\$2,063	\$2,605	\$2,414	\$191	

Pavement Preservation and ADA, 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: \$2,544

Total Cost (Prev. + Prog.): \$2,544

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



Funding Source		STP-TMA Program					Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2021	9	222	0	0	0	0	231	214	17	
2023	0	0	0	0	302	2,011	2,313	2,143	170	
Fund Totals:	\$9	\$222	\$0	\$0	\$302	\$2,011	\$2,544	\$2,357	\$187	

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

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

Key # : 20538 **Inflated** COMPASS PM: Federal PM:
 Maintenance

Requesting Agency: ACHD
Project Year: 2024
Total Previous Expenditures: \$0
Total Programmed Cost: \$2,439
Total Cost (Prev. + Prog.): \$2,439



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

Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share	
2022	9	212	0	0	0	0	0	221	205	16	
2024	0	0	0	0	290	1,928		2,218	2,055	163	
Fund Totals:	\$9	\$212	\$0	\$0	\$290	\$1,928		\$2,439	\$2,260	\$179	

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

Key # : 21898 **Inflated** COMPASS PM: Federal PM:
 Maintenance

Requesting Agency: ACHD
Project Year: 2025
Total Previous Expenditures: \$0
Total Programmed Cost: \$2,425
Total Cost (Prev. + Prog.): \$2,425



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

Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share	
2023	9	211	0	0	0	0	0	220	204	16	
2025	0	0	0	0	288	1,917		2,205	2,043	162	
Fund Totals:	\$9	\$211	\$0	\$0	\$288	\$1,917		\$2,425	\$2,247	\$178	

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

Pavement Preservation and ADA, Phase 2, Boise Area – FY2026

Key #: ORN22391

Inflated

COMPASS PM:

Maintenance

Federal PM:



Requesting Agency: ACHD

Project Year: 2026

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,425

Total Cost (Prev. + Prog.): \$2,425

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

Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2024	9	211	0	0	0	0	220	204	16		
2026	0	0	0	0	288	1,917	2,205	2,043	162		
Fund Totals:	\$9	\$211	\$0	\$0	\$288	\$1,917	\$2,425	\$2,247	\$178		

Peckham Road Intersections, Canyon County

Key #: 22101

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: Golden Gate HD

Project Year: 2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$399

Total Cost (Prev. + Prog.): \$399

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		
2020	5	30	0	0	0	0	35	32	3		
2022	0	0	0	0	0	364	364	337	27		
Fund Totals:	\$5	\$30	\$0	\$0	\$0	\$364	\$399	\$370	\$29		

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

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

Key #: 13964

Inflated

COMPASS PM:

Environmental Sustainability
Maintenance
Farmland
Transportation Safety

Federal PM:



Requesting Agency: Golden Gate HD

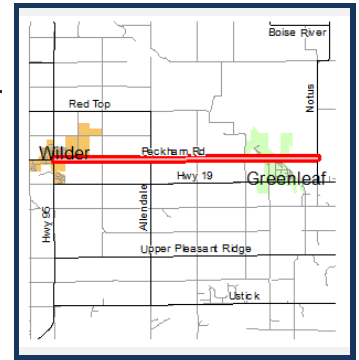
Project Year: 2021

Total Previous Expenditures: \$625

Total Programmed Cost: \$3,095

Total Cost (Prev. + Prog.): \$3,720

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	
2021	0	0	0	0	695	2,400	3,095	2,868	227	
Fund Totals:	\$0	\$0	\$0	\$0	\$695	\$2,400	\$3,095	\$2,868	\$227	

Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Key #: 22018

Inflated

COMPASS PM:

Community Infrastructure
Health
Open Space
Transportation Safety

Federal PM:



Requesting Agency: City of Caldwell

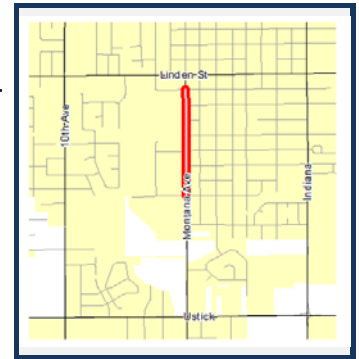
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$658

Total Cost (Prev. + Prog.): \$658

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	
2022	23	67	0	0	0	0	90	83	7	
PD	0	0	0	0	91	477	568	526	42	
Fund Totals:	\$23	\$67	\$0	\$0	\$91	\$477	\$658	\$610	\$48	

*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

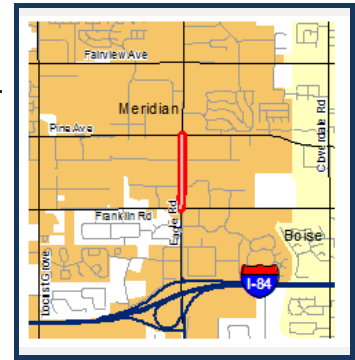
Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$606

Total Cost (Prev. + Prog.): \$606

Project Description : Construct a lighted 10-foot-wide concrete multi-use pathway along the east side of SH-55 (Eagle Road) from Franklin Road to Pine Avenue in the City of Meridian. Reconstruct the existing sidewalk adjacent to the Shell gas station to the 10-foot width. The project will include an 8-foot separation between the roadway and pathway where possible.



Funding Source		TAP-TMA		Program				Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	1	80	0	0	0	0	81	75	6		
2023	0	0	98	0	0	0	98	91	7		
PD	0	0	0	0	31	273	304	282	22		
Fund Totals:	\$1	\$80	\$98	\$0	\$31	\$273	\$483	\$448	\$35		

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

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

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

Key #: 20549

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ACHD

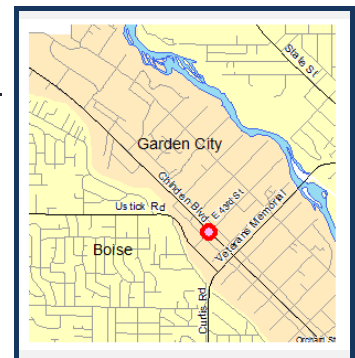
Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$220

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

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



Funding Source		TAP-TMA		Program				Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	8	49	0	0	0	0	57	53	4		
2023	0	0	0	0	35	128	163	151	12		
Fund Totals:	\$8	\$49	\$0	\$0	\$35	\$128	\$220	\$204	\$16		

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

Planning and Mobility Implementation, Boise Area, VRT

Key #: 18854

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2020-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. See Valley Regional Transit's Program of Projects for more details.



Funding Source		FTA 5307 LU		Program				Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
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		
2024	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 and Mobility Implementation, Nampa Area, VRT

Key #: 18842

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2020-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. See Valley Regional Transit's Program of Projects for more details.



Funding Source		FTA 5307 SU		Program				Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
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		
2024	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, Communities in Motion Update, COMPASS

Key #: 19571

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

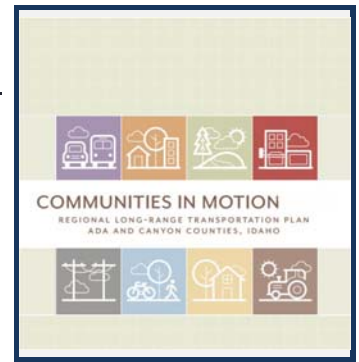
Project Year: 2019-2022

Total Previous Expenditures: \$50

Total Programmed Cost: \$212

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
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
Fund Totals:	\$0	\$212	\$0	\$0	\$0	\$0	\$212	\$196	\$16

Planning, Communities in Motion Update, COMPASS

Key #: 20271

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

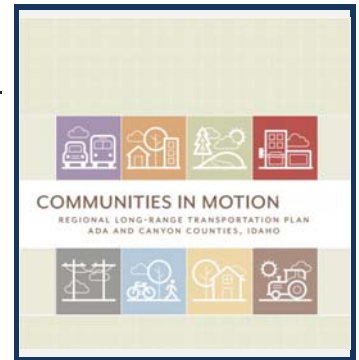
Project Year: 2023-2025

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
2023	0	30	0	0	0	0	30	28	2
2024	0	248	0	0	0	0	248	230	18
2025	0	31	0	0	0	0	31	29	2
Fund Totals:	\$0	\$309	\$0	\$0	\$0	\$0	\$309	\$286	\$23

Planning, COMPASS

Key #: CPA1

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

Project Year: 2020-2025

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,986

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

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

These projects tie to ITD key numbers 19060, 19389, 19920, 20560, 21889, 19766, 20113, and ORN22387.



Metropolitan Planning

Funding Source		STP-U	Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	0	99	0	0	0	0	99	92	7
2021	0	99	0	0	0	0	99	92	7
2022	0	198	0	0	0	0	198	183	15
2024	0	99	0	0	0	0	99	92	7
2025	0	99	0	0	0	0	99	92	7
Fund Totals:	\$0	\$594	\$0	\$0	\$0	\$0	\$594	\$550	\$44

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
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
2024	0	232	0	0	0	0	232	215	17
2025	0	232	0	0	0	0	232	215	17
Fund Totals:	\$0	\$1,392	\$0	\$0	\$0	\$0	\$1,392	\$1,290	\$102

Planning, High Capacity Corridor Alternatives Analysis, COMPASS

Key #: 13046

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,000

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

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



Funding Source		STP-TMA	Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
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: 2020-2024

Total Previous Expenditures: \$0

Total Programmed Cost: \$7,171

Total Cost (Prev. + Prog.): \$7,171

Project Description : Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration. These projects tie to ITD key numbers 19144, 19258, 20050, 20640, 22108, and ORN22494.



Metropolitan Planning

Funding Source		Program					Local Match		
FTA 5303		Transit Capital					7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
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
Fund Totals:	\$0	\$1,176	\$0	\$0	\$0	\$0	\$1,176	\$1,090	\$86

Funding Source		Program					Local Match		
Metropolitan Planning		Hwy - Metropolitan Planning					7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
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
2024	0	1,199	0	0	0	0	1,199	1,111	88
Fund Totals:	\$0	\$5,995	\$0	\$0	\$0	\$0	\$5,995	\$5,555	\$440

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		Program					Local Match		
STP-TMA		Local Hwy - Transportation Management					7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	0	150	0	0	0	0	150	139	11
2021	0	700	0	0	0	0	700	649	51
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		
2021	10	0	0	0	0	0	10	9	1		
2022	0	0	0	0	0	316	316	284	32		
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: 2024

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		
2024	5	0	0	0	0	255	260	234	26		
Fund Totals:	\$5	\$0	\$0	\$0	\$0	\$255	\$260	\$234	\$26		

Railroad Crossing, Look Lane, Caldwell

Key #: 20355

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Notus-Parma Highway District

Maintenance

Project Year: 2020

Transportation Safety

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		
2020	0	60	0	0	5	510	575	518	58		
Fund Totals:	\$0	\$60	\$0	\$0	\$5	\$510	\$575	\$518	\$58		

*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

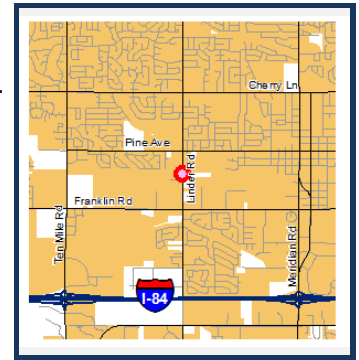
Community Infrastructure

Total Previous Expenditures: \$15

Total Programmed Cost: \$510

Total Cost (Prev. + Prog.): \$525

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	0	0	0	0	10	500	510	459	51		
Fund Totals:	\$0	\$0	\$0	\$0	\$10	\$500	\$510	\$459	\$51		

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2022	10	0	0	10	0	0	20	18	2		
2023	0	0	0	0	0	235	235	212	24		
Fund Totals:	\$10	\$0	\$0	\$10	\$0	\$235	\$255	\$230	\$26		

Railroad Crossing, SH-19, Greenleaf

Key #: ORN22460

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Greenleaf

Transportation Safety



Project Year: 2022

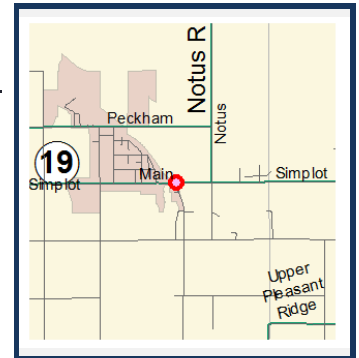
Community Infrastructure

Total Previous Expenditures: \$0

Total Programmed Cost: \$110

Total Cost (Prev. + Prog.): \$110

Project Description : Install cantilever gates and lights at the Boise Valley Railroad crossing in the City of Greenleaf at milepost 14.24 on SH-19.



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2021	10	0	0	0	0	0	10	10	0		
2022	0	0	0	0	0	100	100	100	0		
Fund Totals:	\$10	\$0	\$0	\$0	\$0	\$100	\$110	\$110	\$0		

*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

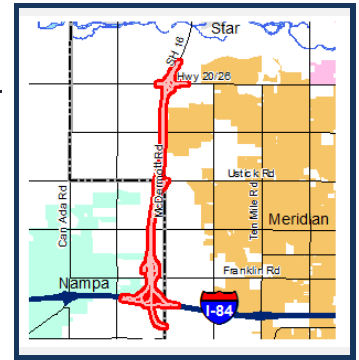
Project Year: 2019-2021

Total Previous Expenditures: \$76,025

Total Programmed Cost: \$22,415

Total Cost (Prev. + Prog.): \$98,440

Project Description : Preliminary engineering and right-of-way acquisition 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, update right-of-way and construction costs, and acquire right-of-way. (Construction is considered "unfunded.")



Funding Source		IM	Program State Hwy - Restoration					Local Match 73.40%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	0	0	4,500	0	0	0	4,500	1,197	3,303
2021	0	0	7,500	0	0	0	7,500	1,995	5,505
Fund Totals:	\$0	\$0	\$12,000	\$0	\$0	\$0	\$12,000	\$3,192	\$8,808

Funding Source		State	Program State Hwy - Significant Projects & Corrid					Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	0	0	10,415	0	0	0	10,415	10,415	0
Fund Totals:	\$0	\$0	\$10,415	\$0	\$0	\$0	\$10,415	\$10,415	\$0

SH-21, Technology Way to Surprise Way, Boise

Key #: 20428

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

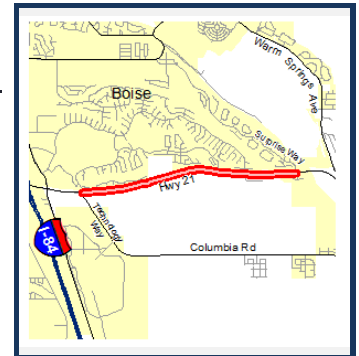
Project Year: 2022

Total Previous Expenditures: \$150

Total Programmed Cost: \$5,100

Total Cost (Prev. + Prog.): \$5,250

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 Highway - Safety					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	510	4,590	5,100	4,726	374
Fund Totals:	\$0	\$0	\$0	\$0	\$510	\$4,590	\$5,100	\$4,726	\$374

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

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: \$1,131

Total Programmed Cost: \$7,013

Total Cost (Prev. + Prog.): \$8,144

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		Program						Local Match	
NHPP		State Hwy - Safety & Capacity (Capacity)						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	638	6,375	7,013	6,498	515
Fund Totals:	\$0	\$0	\$0	\$0	\$638	\$6,375	\$7,013	\$6,498	\$515

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

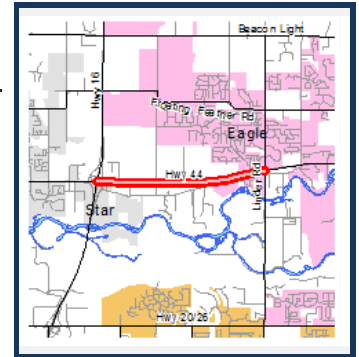
Project Year: 2023

Total Previous Expenditures: \$413

Total Programmed Cost: \$9,420

Total Cost (Prev. + Prog.): \$9,833

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		Program						Local Match	
TECM		State Hwy - Safety & Capacity (Safety)						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	0	0	750	0	0	0	750	0	750
2023	0	0	0	0	765	7,905	8,670	0	8,670
Fund Totals:	\$0	\$0	\$750	\$0	\$765	\$7,905	\$9,420	\$0	\$9,420

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

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

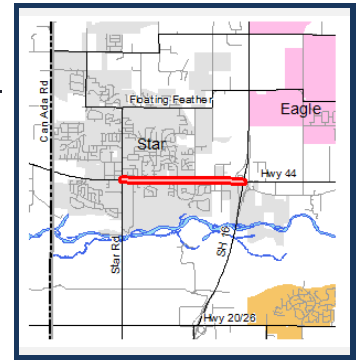
Key #: 20574

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: 2024

Total Previous Expenditures: \$200

Total Programmed Cost: \$8,150

Total Cost (Prev. + Prog.): \$8,350

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		TECM						Program		State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2020	0	500	0	0	0	0	500	0	500				
2021	0	0	1,020	0	0	0	1,020	0	1,020				
2024	0	0	0	0	510	6,120	6,630	0	6,630				
Fund Totals:	\$0	\$500	\$1,020	\$0	\$510	\$6,120	\$8,150	\$0	\$8,150				

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

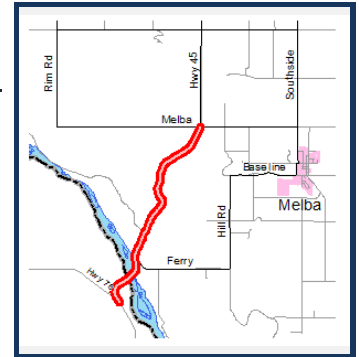
Key #: 21849

Inflated

COMPASS PM:

Maintenance
 Farmland

Federal PM:



Requesting Agency: ITD

Project Year: 2025

Total Previous Expenditures: \$0

Total Programmed Cost: \$6,620

Total Cost (Prev. + Prog.): \$6,620

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		NHPP						Program		State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2020	520	0	0	0	0	0	520	482	38				
2025	0	0	0	0	796	5,304	6,100	5,652	448				
Fund Totals:	\$520	\$0	\$0	\$0	\$796	\$5,304	\$6,620	\$6,134	\$486				

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

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

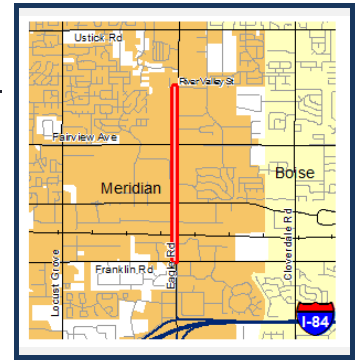
Key #: 13349

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: Private Developer
 Project Year: 2022
 Total Previous Expenditures: \$145
 Total Programmed Cost: \$5,000
 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	
STAR	External to ITD Financials						100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2022	0	0	0	0	0	5,000	5,000	0	5,000
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0	\$5,000

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

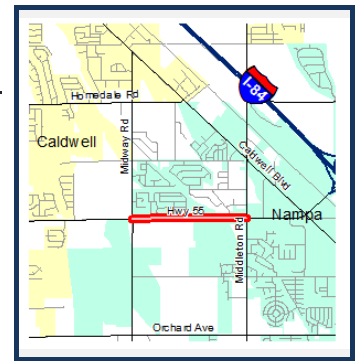
Key #: 21867

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD
 Project Year: 2025
 Total Previous Expenditures: \$0
 Total Programmed Cost: \$6,328
 Total Cost (Prev. + Prog.): \$6,328

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		Program						Local Match	
TECM	State Hwy - Safety & Capacity (Capacity)						100.00%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	300	0	0	0	0	0	300	0	300
2021	0	0	306	0	0	0	306	0	306
2025	0	0	0	0	520	5,202	5,722	0	5,722
Fund Totals:	\$300	\$0	\$306	\$0	\$520	\$5,202	\$6,328	\$0	\$6,328

*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:

Federal PM:

Requesting Agency: ITD

Project Year: 2023

Total Previous Expenditures: \$200

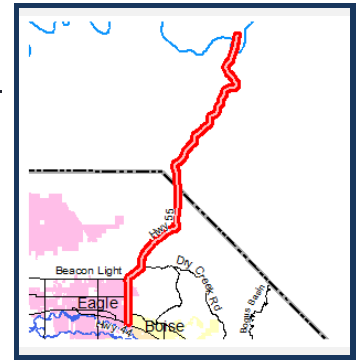
Total Programmed Cost: \$11,514

Total Cost (Prev. + Prog.): \$11,714

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)

Maintenance

Farmland



Funding Source		Program						Local Match	
NHPP		State Hwy - Restoration						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	902	10,612	11,514	10,669	845
Fund Totals:	\$0	\$0	\$0	\$0	\$902	\$10,612	\$11,514	\$10,669	\$845

SH-55, Snake River Bridge, Marsing

Key #: 13387

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: ITD

Project Year: 2019-2020

Total Previous Expenditures: \$5,218

Total Programmed Cost: \$11,188

Total Cost (Prev. + Prog.): \$16,406

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

Transportation Infrastructure

Freight Movement and Economic Vitality

Farmland



Funding Source		Program						Local Match	
HB132 and HB312		State Hwy - Bridge Restoration						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	0	0	0	0	0	11,188	11,188	0	11,188
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$11,188	\$11,188	\$0	\$11,188

South Cemetery Road, Highland Drive to Willow Creek, Middleton

Key #: 12048

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: City of Middleton

Project Year: 2021

Total Previous Expenditures: \$762

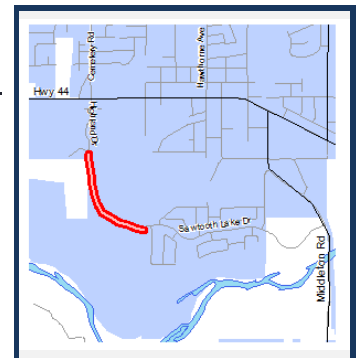
Total Programmed Cost: \$2,762

Total Cost (Prev. + Prog.): \$3,524

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.

Congestion Reduction/System Reliability

Community Infrastructure



Funding Source		Program						Local Match	
STP-U		Local Hwy - Urban						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	433	2,329	2,762	2,559	203
Fund Totals:	\$0	\$0	\$0	\$0	\$433	\$2,329	\$2,762	\$2,559	\$203

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

SR2S, VRT, Ada County - FY2021 and FY2022

Key #: 20245

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2021-2022

Total Previous Expenditures: \$0

Total Programmed Cost: \$344

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

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



SR2S
Safe Routes to School

Funding Source TAP-TMA		Program Local Hwy - Transportation Alternatives						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2021	0	0	0	0	0	344	344	319	25
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$344	\$344	\$319	\$25

SR2S, VRT, Ada County - FY2023

Key #: 20493

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Expenditures: \$0

Total Programmed Cost: \$168

Total Cost (Prev. + Prog.): \$168

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.



SR2S
Safe Routes to School

Funding Source TAP-TMA		Program Local Hwy - Transportation Alternatives						Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2023	0	0	0	0	0	168	168	156	12
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$168	\$168	\$156	\$12

SR2S, VRT, Ada County - FY2024 and FY2025

Key #: 21910

Inflated

COMPASS PM:

Support

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Expenditures: \$0

Total Programmed Cost: \$397

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

Project Description : Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts for service years FY2024 and FY2025. The Treasure Valley YMCA will receive pass-through funds for this project.



SR2S
Safe Routes to School

Funding Source		Program						Local Match	
TAP-TMA		Local Hwy - Transportation Alternatives						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2024	0	0	0	0	0	397	397	368	29
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$397	\$397	\$368	\$29

SR2S, VRT, Canyon County - FY2020

Key #: 22030

Inflated

COMPASS PM:

Support

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$65

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

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



SR2S
Safe Routes to School

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

SR2S, VRT, Canyon County - FY2021

Key #: 22031

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.



SR2S
Safe Routes to School

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

Study, Big Data Purchase, COMPASS

Key #: **ORN22394**

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 : Purchase data from vendor(s) to supplement the COMPASS Household Travel Survey data (2021) and census data. The data will be used to update the "external" trip (trip to/from the surrounding counties) rates and characteristics in the regional travel demand model, analyze non-motorized travel, and allow for review of trips, travel time, time of day, and mode to and from sub-areas (smaller than cities) in the region to help refine specific parameters in the regional model.



Funding Source		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		
PD	0	150	0	0	0	0	150	139	11		
Fund Totals:	\$0	\$150	\$0	\$0	\$0	\$0	\$150	\$139	\$11		

Study, Fiscal Impact Analysis, COMPASS

Key #: **ORN22395**

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$60

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

Project Description : To better implement the goals of Communities in Motion, this project will provide information on the fiscal impact of various growth patterns. Work will develop a fiscal impact analysis calculator; analyze the public costs and revenues of various land use patterns; build an economic model that can be used in the COMPASS development checklist for highlighting the costs of development; and conducting outreach and training for local decision-makers so that fiscal analysis can be used in local land use decision-making.



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		
PD	0	60	0	0	0	0	60	56	4		
Fund Totals:	\$0	\$60	\$0	\$0	\$0	\$0	\$60	\$56	\$4		

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

Study, Mores Creek Bridge Asset Plan, Ada County

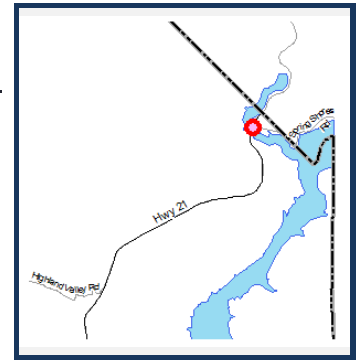
Key #: 21968

Inflated

COMPASS PM:

Federal PM:

Support



Requesting Agency: ITD

Project Year: 2019-2020

Total Previous Expenditures: \$275

Total Programmed Cost: \$5

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					Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	5	0	0	0	0	0	5	5	0
Fund Totals:	\$5	\$0	\$0	\$0	\$0	\$0	\$5	\$5	\$0

Study, Pavement Management Inventory and Plan, Canyon County

Key #: 22020

Inflated

COMPASS PM:

Federal PM:

Support



Requesting Agency: COMPASS

Project Year: PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$150

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

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

Funding Source		STP-U	Program					Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	150	0	0	0	0	150	139	11
Fund Totals:	\$0	\$150	\$0	\$0	\$0	\$0	\$150	\$139	\$11

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

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

Key #: RD202-31

Inflated

COMPASS PM:

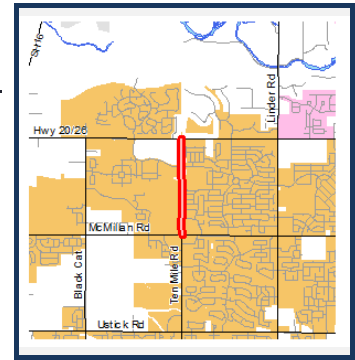
Congestion Reduction/System Reliability
 Transportation Safety
 Community Infrastructure
 Environmental Sustainability

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
2021	0	265	0	0	0	0	265	0	265
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

Ten Mile Road, Ustick Road to McMillan Road, Meridian

Key #: RD202-32

Inflated

COMPASS PM:

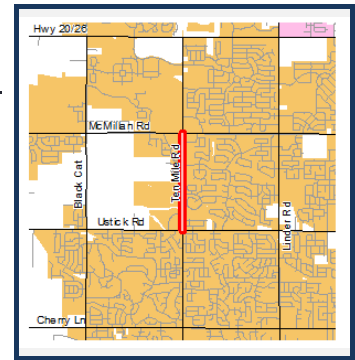
Transportation Safety
 Transportation Infrastructure
 Community Infrastructure
 Congestion Reduction/System Reliability

Federal PM:



Requesting Agency: ACHD
 Project Year: 2020
 Total Previous Expenditures: \$1,088
 Total Programmed Cost: \$6,413
 Total Cost (Prev. + Prog.): \$7,501

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
2020	0	37	0	6	0	6,370	6,413	0	6,413
Fund Totals:	\$0	\$37	\$0	\$6	\$0	\$6,370	\$6,413	\$0	\$6,413

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

Transit - Acquisition of Service, Boise Area, VRT

Key # : 19691 Inflated **COMPASS PM:** Support **Federal PM:**

Requesting Agency: Valley Regional Transit

Project Year: 2020-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$2,244

Total Cost (Prev. + Prog.): \$2,244

Project Description : Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



Funding Source		FTA 5310 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2020	0	0	0	0	0	374	374	299	75	
2021	0	0	0	0	0	374	374	299	75	
2022	0	0	0	0	0	374	374	299	75	
2023	0	0	0	0	0	374	374	299	75	
2024	0	0	0	0	0	374	374	299	75	
PD	0	0	0	0	0	374	374	299	75	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$2,244	\$2,244	\$1,795	\$449	

Transit - Acquisition of Service, Canyon County, VRT

Key # : 19464c Inflated **COMPASS PM:** Congestion Reduction/System Reliability **Federal PM:**

Requesting Agency: Valley Regional Transit

Project Year: 2019-2020

Total Previous Expenditures: \$47

Total Programmed Cost: \$47

Total Cost (Prev. + Prog.): \$94

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



Funding Source		FTA 5310 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	
2020	0	0	0	0	0	47	47	38	9	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$47	\$47	\$38	\$9	

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

Transit - Acquisition of Service, Nampa Area, VRT

Key #: 19464a

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2019-2021

Total Previous Expenditures: \$283

Total Programmed Cost: \$566

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		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		
2020	0	0	0	0	0	283	283	226	57		
2021	0	0	0	0	0	283	283	226	57		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$566	\$566	\$453	\$113		

Transit - Fixed Line Service, Rural Areas, TVT

Key #: 19983

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Treasure Valley Transit

Project Year: 2019-2020

Total Previous Expenditures: \$1,973

Total Programmed Cost: \$1,973

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		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		
2020	0	0	0	0	0	1,973	1,973	1,416	557		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,973	\$1,973	\$1,416	\$557		

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

Key #: 19380a

Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:



Requesting Agency: Treasure Valley Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$860

Total Cost (Prev. + Prog.): \$860

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

Funding Source		FTA 5311					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	20.00%		
2020	0	384	476	0	0	0	860	688	172			
Fund Totals:	\$0	\$384	\$476	\$0	\$0	\$0	\$860	\$688	\$172			

Transit - Nampa Transit-Oriented Development, Property, TVT

Key #: 20136d

Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:



Requesting Agency: Treasure Valley Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$649

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

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

Funding Source		FTA 5339 R					Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	20.00%		
2020	0	0	649	0	0	0	649	519	130			
Fund Totals:	\$0	\$0	\$649	\$0	\$0	\$0	\$649	\$519	\$130			

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

Key #: 18786

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2020-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,136

Total Cost (Prev. + Prog.): \$8,136

Project Description : Provide for fixed route and mobility management operations and services in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



Funding Source		FTA 5307 SU		Program				Transit Operations		Local Match		50.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
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			
2024	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	\$8,136	\$8,136	\$4,068	\$4,068			

Transit - Operations - Mobility Management, Boise Area, VRT

Key #: 19041

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Project Year: 2020-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,284

Total Cost (Prev. + Prog.): \$4,284

Project Description : Provide operations for mobility management programs in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



Funding Source		FTA 5307 LU		Program				Transit Operations		Local Match		50.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
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			
2024	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			

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

Transit - Preventive Maintenance and Demand Response, Nampa Area, VRT

Key # : 18914

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Maintenance

Project Year: 2020-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. See Valley Regional Transit's Program of Projects for more details.



Funding Source		FTA 5307 SU					Program Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
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	
2024	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	

Transit - Preventive Maintenance, and Paratransit, Boise Area, VRT

Key # : 19137

Inflated

COMPASS PM:

Federal PM:

Requesting Agency: Valley Regional Transit

Maintenance

Project Year: 2020-PD

Support

Total Previous Expenditures: \$0

Total Programmed Cost: \$15,648

Total Cost (Prev. + Prog.): \$15,648

Project Description : Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.



Funding Source		FTA 5307 LU					Program Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2020	0	0	0	0	0	2,608	2,608	2,086	522	
2021	0	0	0	0	0	2,608	2,608	2,086	522	
2022	0	0	0	0	0	2,608	2,608	2,086	522	
2023	0	0	0	0	0	2,608	2,608	2,086	522	
2024	0	0	0	0	0	2,608	2,608	2,086	522	
PD	0	0	0	0	0	2,608	2,608	2,086	522	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$15,648	\$15,648	\$12,518	\$3,130	

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

Transit - Purchase of Service, Rural Areas, TVT

Key #: 19464b

Inflated

COMPASS PM:

Federal PM:

Congestion Reduction/System Reliability

Requesting Agency: Treasure Valley Transit

Project Year: 2019-2020

Total Previous Expenditures: \$134

Total Programmed Cost: \$134

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		
2020	0	0	0	0	0	134	134	107	27		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$134	\$134	\$107	\$27		

Transit - Vehicle Replacement, Parma Senior Center, VRT

Key #: 19464e

Inflated

COMPASS PM:

Federal PM:

Transportation Infrastructure

Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$68

Total Cost (Prev. + Prog.): \$68

Project Description : Replace a transit vehicle used by the Parma Senior Center for services for persons who are elderly or disabled. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 R		Program				Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	0	0	0	0	0	68	68	54	14		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$68	\$68	\$54	\$14		

Transit - Vehicle Replacements, Rural Areas, TVT

Key #: 20136b

Inflated

COMPASS PM:

Federal PM:

Transportation Infrastructure

Requesting Agency: Treasure Valley Transit

Project Year: 2019-2020

Total Previous Expenditures: \$432

Total Programmed Cost: \$195

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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	0	0	0	0	0	195	195	156	39		
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$195	\$195	\$156	\$39		

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

Transit Asset Management, Boise Area, VRT

Key #: 18788

Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2020-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,703

Total Cost (Prev. + Prog.): \$1,703

Project Description : Fund capital projects identified in the Transit Asset Management Plan in the Boise Urbanized Area.



Funding Source		FTA 5307 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2020	0	0	0	0	0	558	558	446	112	
2021	0	0	0	0	0	229	229	183	46	
2022	0	0	0	0	0	229	229	183	46	
2023	0	0	0	0	0	229	229	183	46	
2024	0	0	0	0	0	229	229	183	46	
PD	0	0	0	0	0	229	229	183	46	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,703	\$1,703	\$1,362	\$341	

Transit Asset Management, Boise Area, VRT

Key #: 19122

Inflated

COMPASS PM:
Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2020-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$4,164

Total Cost (Prev. + Prog.): \$4,164

Project Description : Fund capital projects identified in the Transit Asset Management Plan in the Boise Urbanized Area.



Funding Source		FTA 5339 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2020	0	0	0	0	0	694	694	555	139	
2021	0	0	0	0	0	694	694	555	139	
2022	0	0	0	0	0	694	694	555	139	
2023	0	0	0	0	0	694	694	555	139	
2024	0	0	0	0	0	694	694	555	139	
PD	0	0	0	0	0	694	694	555	139	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$4,164	\$4,164	\$3,331	\$833	

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

Transit Asset Management, Boise Area, VRT

Key #: NEW

Inflated

COMPASS PM:

Maintenance

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2020

Total Previous Expenditures: \$0

Total Programmed Cost: \$3,750

Total Cost (Prev. + Prog.): \$3,750

Project Description : Fund capital projects identified in the Transit Asset Management Plan in the Boise Urbanized Area.



Funding Source		FTA 5339 (c)						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						
2020	0	0	0	0	0	3,750	3,750	3,000	750						
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$3,750	\$3,750	\$3,000	\$750						

Transit Asset Management, Boise Area, VRT - 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: \$1,575

Total Cost (Prev. + Prog.): \$1,575

Project Description : Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area.



Funding Source		STP-TMA						Program		Local Hwy - Transportation Management		Local Match		7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share						
2020	0	0	0	0	0	1,575	1,575	1,459	116						
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,575	\$1,575	\$1,459	\$116						

Transit Asset Management, Boise Area, VRT - FY2021

Key #: 18905

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

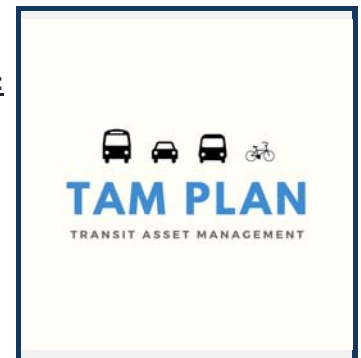
Project Year: 2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$1,573


Total Cost (Prev. + Prog.): \$1,573

Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2021 in the Boise Urbanized Area.



Funding Source		STP-TMA						Program		Local Hwy - Transportation Management		Local Match		7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share						
2021	0	0	0	0	0	1,573	1,573	1,458	115						
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$1,573	\$1,573	\$1,458	\$115						

Transit Asset Management, Boise Area, VRT - 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: \$1,541
Total Cost (Prev. + Prog.): \$1,541
Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2022 in the Boise Urbanized Area.



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match		7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share			
2022	0	0	0	0	0		1,541	1,541	1,428	113			
Fund Totals:	\$0	\$0	\$0	\$0	\$0		\$1,541	\$1,541	\$1,428	\$113			

Transit Asset Management, Boise Area, VRT - 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: \$1,510
Total Cost (Prev. + Prog.): \$1,510
Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2023 in the Boise Urbanized Area.



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match		7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share			
2023	0	0	0	0	0		1,510	1,510	1,399	111			
Fund Totals:	\$0	\$0	\$0	\$0	\$0		\$1,510	\$1,510	\$1,399	\$111			

Transit Asset Management, Boise Area, VRT - FY2024

Key # : 20659 **Inflated** **COMPASS PM:** Transportation Infrastructure **Federal PM:** 


Requesting Agency: Valley Regional Transit
Project Year: 2024
Total Previous Expenditures: \$0
Total Programmed Cost: \$1,478
Total Cost (Prev. + Prog.): \$1,478
Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2024 in the Boise Urbanized Area.



Funding Source		STP-TMA		Program				Local Hwy - Transportation Management		Local Match		7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Construction	Total	Federal Share	Local Share			
2024	0	0	0	0	0		1,478	1,478	1,370	108			
Fund Totals:	\$0	\$0	\$0	\$0	\$0		\$1,478	\$1,478	\$1,370	\$108			

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

Transit Asset Management, Boise Area, VRT - FY2025

Key # : 21903 Inflated COMPASS PM:
Transportation Infrastructure Federal PM:
Requesting Agency: Valley Regional Transit 
Project Year: 2025
Total Previous Expenditures: \$0
Total Programmed Cost: \$1,478
Total Cost (Prev. + Prog.): \$1,478
Project Description : Fund capital projects identified in the Transit Asset Management Plan in 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	Construction	Total	Federal Share	Local Share			
2025	0	0	0	0	0		1,478	1,478	1,370	108			
Fund Totals:	\$0	\$0	\$0	\$0	\$0		\$1,478	\$1,478	\$1,370	\$108			

Transit Asset Management, Boise Area, VRT - FY2026

Key # : ORN22393 Inflated COMPASS PM: Federal PM:
Requesting Agency: Valley Regional Transit 
Project Year: 2026
Total Previous Expenditures: \$0
Total Programmed Cost: \$1,478
Total Cost (Prev. + Prog.): \$1,478
Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2026 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			
2026	0	0	0	0	0		1,478	1,478	1,370	108			
Fund Totals:	\$0	\$0	\$0	\$0	\$0		\$1,478	\$1,478	\$1,370	\$108			

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

Transit Asset Management, Nampa Area, VRT

Key #: 18781

Inflated

COMPASS PM:

Transportation Infrastructure
Support

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 2020-PD

Total Previous Expenditures: \$0

Total Programmed Cost: \$8,478

Total Cost (Prev. + Prog.): \$8,478

Project Description : Fund capital projects identified in the Transit Asset Management Plan in the Nampa Urbanized Area.



Funding Source		FTA 5307 SU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
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	
2024	0	0	0	0	0	1,413	1,413	1,130	283	
PD	0	0	0	0	0	1,413	1,413	1,130	283	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$8,478	\$8,478	\$6,782	\$1,696	

Transit Asset Management, Nampa Area, VRT

Key #: 20136e

Inflated

COMPASS PM:

Transportation Infrastructure

Federal PM:



Requesting Agency: Valley Regional Transit

Project Year: 20202-2021

Total Previous Expenditures: \$0

Total Programmed Cost: \$359

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

Project Description : Fund capital projects identified in the Transit Asset Management Plan in the Nampa Urbanized Area. FY2018 and FY2019 funds carried to FY2020.



Funding Source		FTA 5339 SU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2020	0	0	0	0	0	278	278	222	56	
2021	0	0	0	0	0	81	81	65	16	
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$359	\$359	\$287	\$72	

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

Transit Asset Management, Nampa Area, VRT - 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: \$159

Total Cost (Prev. + Prog.): \$159

Project Description : Fund capital projects identified in the Transit Asset Management Plan in FY2020 in the Nampa Urbanized Area.



Funding Source		STP-U		Program				Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2020	0	0	0	0	0	159	159	147	12			
Fund Totals:	\$0	\$0	\$0	\$0	\$0	\$159	\$159	\$147	\$12			

US 20/26 (Chinden), I-84 to Middleton Road, Canyon County

Key #: 22165

Inflated

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

Federal PM:



Requesting Agency: ITD

Project Year: 2022

Total Previous Expenditures: \$225

Total Programmed Cost: \$35,088

Total Cost (Prev. + Prog.): \$35,313

Project Description : Widen US 20/26 (Chinden Boulevard) from I-84 to Middleton Road to six lanes in the City of Caldwell.



Funding Source		TECM		Program				State Hwy - Safety & Capacity (Capacity)		Local Match		100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2021	204	2,040	10,200	0	2,244	0	14,688	0	14,688			
2022	0	0	0	0	0	20,400	20,400	0	20,400			
Fund Totals:	\$204	\$2,040	\$10,200	\$0	\$2,244	\$20,400	\$35,088	\$0	\$35,088			

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

US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle

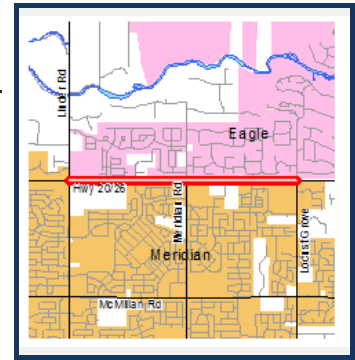
Key #: 20594

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: Private Developer

Project Year: 2020

Total Previous Expenditures: \$2,750

Total Programmed Cost: \$10,200

Total Cost (Prev. + Prog.): \$12,950

Project Description : Widen US 20/26 (Chinden Boulevard) from Linder Road to Locust Grove Road in the Cities of Meridian and Eagle. An additional lane in both directions will improve congestion issues. Work also includes improvements to existing intersections. Project is funded and constructed by a private developer using State Tax Anticipated Revenue (STAR) funds.

Funding Source		State		Program				State Forces		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	10	0	0	0	10	0	20	0	20		
Fund Totals:	\$10	\$0	\$0	\$0	\$10	\$0	\$20	\$0	\$20		

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	0	0	0	0	850	0	850	0	850		
Fund Totals:	\$0	\$0	\$0	\$0	\$850	\$0	\$850	\$0	\$850		

Funding Source		STAR		Program				External to ITD Financials		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2020	0	0	0	0	850	8,480	9,330	0	9,330		
Fund Totals:	\$0	\$0	\$0	\$0	\$850	\$8,480	\$9,330	\$0	\$9,330		

US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County

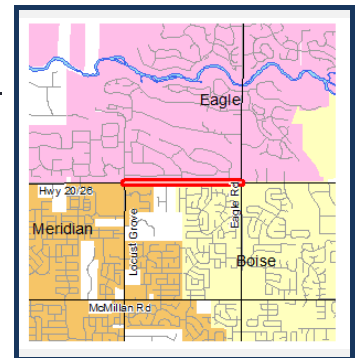
Key #: 19944

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: 2020

Total Previous Expenditures: \$4,372

Total Programmed Cost: \$9,000

Total Cost (Prev. + Prog.): \$13,372

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.

Funding Source		TECM		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		
2020	0	0	0	0	500	8,500	9,000	0	9,000		
Fund Totals:	\$0	\$0	\$0	\$0	\$500	\$8,500	\$9,000	\$0	\$9,000		

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

US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian

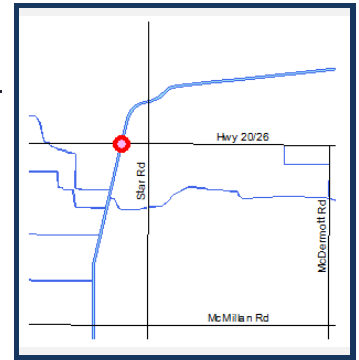
Key #: 20227

Inflated

COMPASS PM:

Transportation Safety
 Freight Movement and Economic Vitality
 Transportation Infrastructure
 Farmland

Federal PM:



Requesting Agency: ITD

Project Year: 2023

Total Previous Expenditures: \$650

Total Programmed Cost: \$2,981

Total Cost (Prev. + Prog.): \$3,631

Project Description : Replace a culvert on US 20/26 (Chinden Boulevard) at the Phyllis Canal near the City of Meridian due to restrictions for freight.

Funding Source		Program						Local Match	
NHPP		State Hwy - Bridge Restoration						7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	0	100	0	0	0	0	100	93	7
2023	0	0	0	0	280	2,601	2,881	2,670	211
Fund Totals:	\$0	\$100	\$0	\$0	\$280	\$2,601	\$2,981	\$2,762	\$219

US 20/26 (Chinden), SH-16 to Linder Road, Ada County

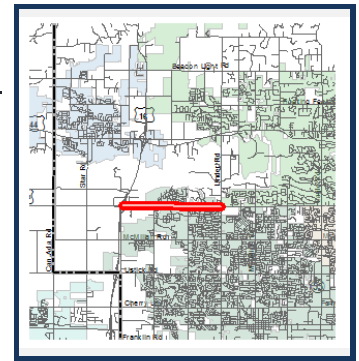
Key #: 21858

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: Private Developer

Project Year: 2019-2020

Total Previous Expenditures: \$12,017

Total Programmed Cost: \$13,010

Total Cost (Prev. + Prog.): \$25,027

Project Description : Widen US 20/26 (Chinden Boulevard) from SH-16 to the existing five-lane section, approximately 700 feet to the west of Linder Road to five lanes (two through lanes in each direction and a two way left center turn lane). The project will include turn lanes and raised medians where necessary. Project funded and constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue (STAR) financing.

Funding Source		Program						Local Match	
STAR		External to ITD Financials						100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2020	0	0	0	0	10	13,000	13,010	0	13,010
Fund Totals:	\$0	\$0	\$0	\$0	\$10	\$13,000	\$13,010	\$0	\$13,010

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

US 20/26 (Chinden), Star Road to SH-16, Ada County

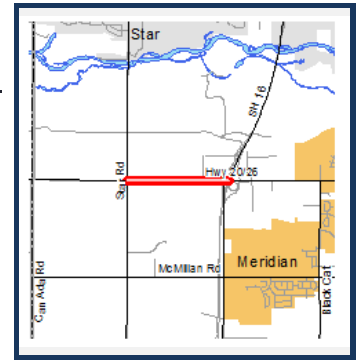
Key # : 20367

Inflated

COMPASS PM:

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

Federal PM:



Requesting Agency: ITD

Project Year: 2023

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.
 The project will add one additional lane in both directions.

Funding Source			TECM					Program		State Hwy - Safety & Capacity (Capacity)		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share					
2023	0	0	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)

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APPENDIX B: VERBATIM PUBLIC COMMENTS

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Public Comments Received (Verbatim)

- **Draft FY2020–2026 Regional Transportation Improvement Program**
- **FY2020 federal Program of Projects proposed for funding by Valley Regional Transit**
 - **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 7 – September 5, 2019

Total number of individuals submitting comments: 31

Voice Mail: 1

Online Comment Form: 25

Hard Copy Comment Form: 4

Letter: 1

(Individuals could submit comments on any of the three topics on one comment form; therefore, the total number of comments in the table below is greater than the number of individuals submitting comments)

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Zip Code Name Affiliation	Format
Comments on projects in the DRAFT FY2020-2026 Regional Transportation Improvement Program (TIP)			
Regarding the expansion of Eagle Rd & Amity intersection (RD207-33), I feel with the rapid growth of the neighborhood and upcoming projects (new jr. high school, a library, expansion of the YMCA, more housing subdivisions, and an upcoming shopping center), a 2-lane roundabout will not meet the traffic needs of the area. I would like to see a full traffic light intersection and a slower speed limit (40/ mph) implemented,	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.	83642	Online comment form
I'm commenting on the capital maintenance phase 2, key 20129, Warm Springs Avenue between Glacier and Highway 21. This rehabilitation was originally supposed to go all the way to Eckert. The stretch of road between Eckert and Glacier has many rough spots, and the increase in vehicle traffic and especially construction vehicles (tractor trailer dump trucks) will only cause this to deteriorate more. This rehab project needs to be extended back to Eckert as originally planned.	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p> <p>According to the Ada County Highway District, The pavement of Warm Springs Road, from Eckert to Glacier was rehabilitated in 2006 and maintains a high Pavement Condition Index (PCI). This segment was once part of a larger, paving process demonstration project on Warm Springs Road, but that demonstration project was canceled.</p>	Robert Stark Barber Valley Neighborhood Association 83716	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 do not favor widening any more roads beyond three lanes. It is well established that we can not build our way out of congestion--except through transit and bike/ped infrastructure. I do favor constructing detached bike/ped paths wide enough to accomodate both pedestrians and bicyclists safely. No one! who has any choices would choose to walk or bicycle right up against a five lane road!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>I am confused about the project sequence order to widen Chinden from Linder Road all the way to Eagle Road. Key # 20594 Advance</p> <p>The last I heard, the section between Meridian Road and Locust Grove Road was going to be done AFTER Linder to Meridian and AFTER Locust Grove to Eagle. That order doesn't make sense to me. But, it is not spelled out in detail on the Major Changes table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>ITD did initially intend to widen from east to west beginning at Eagle Road; however, with both Costco and WinCo now planned along Chinden Boulevard the order has changed. The developers of these two large projects will contribute funding toward widening Chinden near the developments (called "STAR" funding). In order to expedite the portions of Chinden that will be affected (and initially funded) by the Costco and WinCo stores, construction on those segments will now occur sooner than originally planned. The revised current schedule is:</p> <ol style="list-style-type: none"> 1. Eagle Road to Locust Grove Road, FY2020, funded by ITD. 2. Linder Road to Meridian Road, FY2020, funded with STAR funding. 3. Meridian Road to Locust Grove Road, FY2021, funded with STAR funding. 4. Black Cat Road to Linder Road, FY2020/2021, funded with STAR funding. 5. Black Cat Road to State Highway 16, FY2021, funded with STAR funding. 6. State Highway 16 to Star Road, FY2023, funded by ITD. <p>The STAR-funded projects may be completed sooner, but for planning purposes, they are scheduled as shown above.</p>	<p>Jennifer A Pedrali 83646</p>	<p>Online comment form</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>There are MANY needs in the city of Meridian due to excessive growth. However, the main road being overlooked is McMillan between black cat and Locust Grove. Traffic is horrible because its only 2 lanes and there are hundreds of new homes planned for this stretch of road and no plans to widen it. It needs to be addressed within the next year or two.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>Carrie Hovey 83646</p>	<p>Online comment form</p>
<p>My comment is in support of the current draft FY20-26 Regional TIP, and any further efforts to improve bike-ability and walk-ability to our regional transit plan will be much appreciated.</p> <p>In addition, I would like to comment that future projects can and should slowly transition funding, as our population increases, to light rail transportation connecting the Boise Train Depot, converting existing rail through fair market purchase or imminent domain, to light rail track with accompanying transit stops along the rail corridor to Caldwell. The recent comment on local option taxes from our governor is heartening that this option may become a reality in the near future, should the legislature be as wise as our governor and our local elected officials.</p> <p>Surely, as our population grows alongside fuel prices and pollution, investments in mass transit light rail and away from continued expansion of pavement for multi-lane roadways used primarily by single occupant vehicles will be well worth their cost in returns in many other areas, including resident affordability for higher quality of life as well as saved cost in distributed roadway upkeep and repairs. A small increase in local option sales tax could result in a net increase in savings for its residents in fuel, insurance, vehicle purchase, maintenance, and repair costs. This in addition to the realized gain in air quality (inversions), soil/water quality (oil emissions and oil waste into our sewers), and preservation of green spaces alongside the financial benefits of a better connected</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Joseph Schueler 83702</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>community for stronger commerce and trade, the resulting economic boost in both purchase power and business location access notwithstanding.</p> <p>Thus far, investments in the current proposed areas are still wise to manage a growing population, but my hope is that advanced plans for the critical mass saturation of a fast growing Treasure Valley will point towards mass transit. This outcome will need to be well planned and well thought out well in advance of its need for it to be successful. Construction of commercial and residential property and density infill will be harder to anticipate if this change does not occur sooner rather than later.</p> <p>Finally, if light rail were to be a priority in the next 14 years (the next TIP budget), this would lay the foundations of needs for mass transit options retrofitted for the urban core. The two phase trolley proposed in our past is one such example, but a myriad of options could exist to aid in this important accent to light rail. Light rail might allow for concentrated use of busing in the urban core, for example, with expanded routes, stops, and hours of operation to ensure full and easy access for the larger population of residents who will be coming into and out of the urban areas of all municipalities along the light rail route (including Boise, Meridian, Nampa, and Caldwell).</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>Concerning SH-55/SH-44 intersection, CFI seems like a good idea for longer term, but meanwhile please implement an immediate simple fix to improve throughput. The strange entry to Chevron is rarely used, is unneeded due to riverside access, and is impeding southbound SH-55 traffic wishing to head west on SH-44 (traffic is blocked from entering turn lanes, so intersection is underutilized and delays increased). Please eliminate the extraneous chevron "exit" and extend the turn lane entry area to improve intersection throughput.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I would request that a connection between Highway 55 and Cloverdale Rd, crossing the Boise River and connecting the Island Woods and Lakemoor subdivisions such that they have an extra egress route in case of emergency.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Eagle.</p>	<p>Rob Brooks 83616</p>	<p>Online comment form</p>
<p>Completion of SH 16 to I-84 is critical to relieving congestion in the Treasure Valley. Its completion is far more important than pedestrian and bicycle bridges and pathways.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Fred Hoadley 83686</p>	<p>Online comment form</p>
<p>Hi – my name is Tina Elayer and I am a Brownfields Analyst at IDEQ. I would like to offer assistance if there is a need to address potential contamination on the proposed projects. I am attaching info sheets that show maps from our waste facility mapper (WFM). This website is a great resource to identify waste program actions that IDEQ is involved in. I'd be happy to talk to anybody who is interested in this service. Thank you!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Local Highway Technical Assistance Council, the City of Nampa, and the City of Meridian.</p>	<p>83706</p>	<p>Hard copy comment form</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>Nowhere, do I see any planning for another bridge across the Boise River (specifically in the 5 Mile, Coverdale area). Traffic across the Glenwood bridge is approaching gridlock stage many times during the day, with more and more homes and apartments being built in Northwest Boise, increasing the demand on an already strained bridge. Why isn't this even on a "consideration" list?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, and the City of Eagle.</p> <p>The regional long-range transportation plan, <i>Communities in Motion 2040 2.0</i>, identifies needed transportation projects for the next 20+ years. The plan lists funded projects, as well as projects that are needed but are currently unfunded. One of the <u>unfunded needs</u> is the Three Cities River Crossing to preserve land for a future bridge over the Boise River east of the City of Eagle (#17 of Regional Local System Projects, p. 3 of the list linked above).</p>	<p>83714</p>	<p>Online comment form</p>
<p>My boys (8 and 9) and I regularly ride bikes along the greenbelt in Eagle and find crossing the Eagle bridge extremely hazardous. We would greatly appreciate sidewalk being added (or a wide enough shoulder to accommodate the high driving speeds.) Also, our family and several other classmates have had multiple near misses at the crosswalk of Ustick and Curtis from vehicles heading N on Curtis and making a L onto Ustick at the flashing yellow. I understand the pedestrian signal is on for 5 seconds before the open left turn is available. I have not seen the drivers habitually check the crosswalk before turning onto Ustick – they are instead focused on beating the oncoming traffic crossing Chinden. Can pedestrian crossing signs be added please? Are flashing lights able to be installed to further alert drivers? Please?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Eagle.</p> <p>According to the Idaho Transportation Department, a project is scheduled to build a bicycle and pedestrian bridge adjacent to Eagle Road (State Highway 55) over the North Channel of the Boise River in FY2023. There is an open house on Monday, September 23, at the Eagle City Hall to present this proposed project to the public, see here.</p> <p>Regarding Curtis and Ustick crosswalks, according to Ada County Highway District, the organization is in a yearlong process of implementing new technology at all of their signalized intersections with flashing yellow arrows. This technology will inhibit flashing yellow arrow operation when there is a conflicting pedestrian crosswalk activation.</p>	<p>83704</p>	<p>Hard copy 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>- 20/26 Projects (Key #: 20594, Key #: 19944, Key #: 21858, Key #: 20367, Key #: 20227) - Hwy 20/26 through canyon and Ada counties must be a priority. ITD needs to do a better job working with and supporting large commercial developments as part of the STARS program to widen and improve 20/26 immediately. It is heavily traveled and relied upon by Canyon/Ada/Gem county commuters. It has become extremely congested and unsafe.</p> <p>- With Meridian being the second largest city in Idaho and continuously one of the fastest growing in America for the last 10 years arterial roadways need to be widened and improved for vehicles, bicycles and pedestrians. The areas of concern are as follows:</p> <p>- Key # : RD202-31 - With growth this needs to be a top priority and should be improved as 20/26 is done.</p> <p>- Key # : RD202-32 - With growth this needs to be a top priority to improve traffic flow from the ten mile exit.</p> <p>- Linder (Franklin - Pine) - Key # : RD213-16 - Needs to truly be widened up to Ustick to connect with the recently completed section.</p> <p>- Locust Grove (Fairview - Chinden) - Don't see Locust Grove on the draft at all which is a heavily traveled and heavily congested roadway through a dense part of Meridian.</p> <p>McMillan Rd (Locust Grove to McDermott) - Don't see McMillan on the draft at all and is a heavily traveled roadway through a dense and rapidly growing part of Meridian.</p> <p>- Eagle - Key # : RD207-33, Key # : RD216-04 (Victory to Lake Hazel) - Growing area but nearly as much of a priority as the north and northwest portion of Meridian</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Meridian, and the City of Eagle.</p> <p>The Transportation Improvement Program does not include a comprehensive view of the Ada County Highway District's project schedule. The Ada County Highway District's Five-Year Work Plan does include funding for Locust Grove improvements, from Fairview to Ustick. You can find that by searching key number RD210-02 on this link: http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx</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
<p>I fully support adding the roundabouts on Centennial and Middleton/Ustick. The traffic backs up and it takes so long to make it thru both intersections. Not to mention those people who don't understand how 4 way stops work or don't pay attention to who stopped first. I feel like both roundabouts will improve traffic conditions and lower crashes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the City of Caldwell.</p>	<p>83607</p>	<p>Online comment form</p>
<p>reinstitute the light rail system throughout Treasure Valley with grade separation; coordinated public transport system between light rail and bus/van schedules; extend bus transport system to cover heavily populated areas of Eagle, Meridian, Star, Middleton, Caldwell, Kuna; add more bus stops at major points of interest, such as schools, churches, malls, libraries, office buildings, parks, etc.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online comment form</p>
<p>1. I don't understand why N. Linder Rd. is being prioritized over N. Meridian Rd. for road widening. There is not even a freeway overpass at Linder Rd. Meridian Rd. has a major freeway interchange, yet quickly narrows to 2 lanes a few miles north. It would make more sense from a planning perspective to prioritize widening roads that connect to the interstate for smoother traffic flow. As bad as Eagle Rd is, it now takes me less time to commute to work using Eagle Rd. than taking Meridian Rd. I live near the intersection of Meridian and McMillan. With all the new homes, apartments and schools built over the past 10 years, Meridian Rd. is not equipped to handle the volume of traffic created by the developments.</p> <p>2. Since N. Meridian Rd. is not going to be widened from Ustick to Chinden anytime soon, it might be worth considering a single lane roundabout at the Meridian/McMillan intersection to improve traffic flow for the morning/evening commuters. There is a school on the corner too, so it might improve safety.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p> <p>The Transportation Improvement Program does not include a comprehensive view of the Ada County Highway District's project schedule. Please follow the attached link to see a full list of projects in ACHD's Five-Year Work Plan (Meridian Road, Cherry Lane to Ustick Road, is included for a widening project in FY2020): http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx</p> <p>ACHD's 2016 Capital Improvement Plan (CIP) includes a list of intersections that may be good candidates for a roundabout. The intersection of Meridian Road and McMillan Road did not make it on the list. ACHD's 2016 Capital Improvements Plan can be found here: https://www.achdidaho.org/Documents/Engineering/ImpactFees/Ordinance231/ProjectsByYearTables_A4_A5.pdf</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
New ORN22385 Boise State Greenbelt. What is this project and when do you think it will be completed?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Boise State University.</p> <p>The project makes safety improvements to an existing pathway near Boise State University by widening the multi-use pathway and adding a buffer between the pathway and the roadway. Timing is unknown, but currently expected to be completed after Fiscal Year 2024.</p>	83706	Online comment form
Please install a traffic light on Hwy 45 and Locusts Lane in Nampa	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and the Canyon Highway District.</p>	83686	Online comment form
I didn't see anything planned for the McDermott/Ustick vicinities to accommodate the new high school. I know McDermott will eventually tie SH16 to I84, but are no improvements being planned out for Ustick to meet increased traffic?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p> <p>The West Ada School District will be required to make road improvements on the roads adjacent to their new school, as will developers of other properties in the area. The extension of State Highway 16 (Key # 20788), from US 20/26 (Chinden) to Interstate 84 (I-84), is in the design and right-of-way acquisition phases of the project. The construction phase of the State Highway 16 project is unfunded and not currently scheduled in the Transportation Improvement Program. The intersection of State Highway 16 and Ustick Road is planned as an interchange, which ACHD will require to be designed to accommodate the future traffic needs of the area.</p>	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 appreciate attention to the issues of public transportation both for Ada County and Canyon county. The Treasure Valley is growing so fast, it is essential we have better public transportation, and less congestion on our highways and freeway. I am disappointed to see NOTHING about an HOV lane between Caldwell and Boise on I-84. It works well in other bigger cities. Some even have the HOV lane movable to accommodate morning, then evening commuters. It is a great idea to use less space for a welcome relief to getting stuck behind a slow vehicle in "rush hour" and it promotes car pooling. Seems like a No-Brainer for I-84!</p> <p>We really, really need more safe bike paths/lanes along major through roads like Happy Valley and Robinson Rd so people can utilize alternative transportation. More people would ride bikes and scooters if it was safer. But both of those roads have narrow gravel shoulders that are not safe to ride on with the speed limits posted thereon. Couldn't those right-of-ways along both roads be utilized as wider, smoother shoulders for pedestrians and bikes?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Caldwell, and the City of Boise.</p> <p>Under Idaho law, high occupancy vehicle (HOV) lanes are restricted to counties with populations of less than 25,000. As both Ada and Canyon County populations exceed this amount, HOV lanes are not currently a viable option for the Treasure Valley.</p> <p>According to Nampa Highway District staff, both Happy Valley Road and Robinson Road are arterial roadways with only 50 feet of right-of-way, which does not leave room to build bicycle lanes at this time.</p>	<p>Joyce Lewis 83687</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>The widening of Chinden by ITD without consideration for its impacts on already unsafe conditions for pedestrians who use and cross Chinden in Garden City should not be supported by COMPASS through adoption of the TIP.</p> <p>COMPASS data show that the widening of Chinden west of SH55 will induce more traffic on Chinden through Garden City. The sections of Chinden west of 43rd Street to the Garden City western limits lack sidewalks and have no safe places to cross other than at sparsely-spaced intersections.</p> <p>The result is people in wheelchairs being forced to use the two-way left turn lane. https://twitter.com/KostelecPlan/status/996067213403602945?s=20</p> <p>The result is a senior citizen trying to get to a grocery store and only having a shoulder next to high speed traffic for her walk. You can view that image here: https://twitter.com/KostelecPlan/status/1169236040277618688?s=20</p> <p>Further, ITD is proposing to build sidewalks (a pathway) on one side of Chinden until a future additional widening takes place. This is counter to prevailing FHWA guidance on this type of high speed, high volume arterial. ITD's District 3 Engineer asserted in emails that they feel this is somehow safe. The above picture of the senior citizen walking on a shoulder is what ITD said would be safe on Chinden through Meridian.</p> <p>The ITD projects for Chinden that COMPASS is approving in this TIP clearly prioritize the convenience of motorists over the safety of people. COMPASS has been admonished in the past for failing to properly consider the needs of people outside of vehicle. This occurred by FHWA during its certification review of COMPASS. The approval of this TIP continues</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Garden City.</p>	<p>Donald Kostelec 83716</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>the prioritize unsafe investment by ITD and subject to COMPASS approval.</p> <p>I request COMPASS either deny the TIP until ITD can commit to addressing existing pedestrian safety issues in Garden City and incorporate the design of a temporary sidewalk (asphalt?) along the north side of Chinden in the widening projects proposed in this TIP.</p> <p>If COMPASS does not feel empowered to deny the TIP based on safety reasons, then I request COMPASS act immediately upon the approval of the TIP to form a group of COMPASS, ITD, ACHD, and Garden City officials to develop a strategy to complete the sidewalks on Chinden to be as close to concurrent with the Chinden widenings west of SH 55. Otherwise, ITD's actions will only compound the already-unsafe engineering on Chinden through Garden City.</p>			
<p>Chinden does NOT need to be widened. When are wider sidewalks coming? Can Front and Myrtle in Boise be converted to two-way traffic?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Boise.</p> <p>According to the Idaho Transportation Staff, Chinden Road needs to be widened to accommodate both the existing and the projected future growth in the area. Chinden will be widened to two lanes in either direction, a center turn lane and wider sidewalks on the south, from Eagle Rd to SH-16 beginning in 2020. Wider sidewalks will be installed in 2020, also.</p> <p>Additionally, converting Front and Myrtle in Boise would not accommodate the existing peak traffic volumes that the downtown corridor experiences. The couplet allows for better circulation of the heavy volumes of commuter traffic that would otherwise cause significant congestion/delays.</p>	<p>Bridger Putnam 83702</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>Please include rail between Caldwell and nampa.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and the City of Caldwell.</p>	<p>83651</p>	<p>Online comment form</p>
<p>There is a great need to plan for the re-building of the Five Mile interstate overpass. This antiquated, narrow, two-lane, heavily used overpass in the Boise city limits has no provision for walkers or bicyclists. The roadway is used by perhaps 18 sq. miles of residents for their north-south travel. That is one mile on each side of Five Mile Road for 4 ½ miles north of the interstate (9 sq. mi.) and the same south of the interstate. While planning for the overpass's rebuilding consideration should be given to making this an interchange for these 18 sq. miles of residents. (That is a lot of housetops.) One, of course, would restrict the east-bound on ramp so no left crossover would be allowed to go downtown on the I-184 connector. Those destination travelers would use their current routes thus the interchange would be used mainly by the sole I-84 users. Part of the project could provide for another westbound interstate lane, which is sorely needed leading up to this overpass. That is there are three west-bound I-184 lanes (counting the Franklin Rd west-bound entering lane) that must merge into one lane on I-84 so there is tremendous afternoon congestion there. The east-bound I-184 entering or morning users have two lanes. Now it would seem like our local leaders would provide for interstate access and structure updates for the residents in this west side of Boise as it seems like residents of other areas of Ada County are provided. It is seen the leaders of Meridian seem to get things done for their area; hopefully our leaders can do the same for this center of the four mile stretch of west Boise without central interstate access. That is to have an interchange at the standard two mile interval through our heavy populated areas of the above noted 18 sq. miles of residents as is done through the rest of the</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, the City of Boise, and the City of Meridian.</p>	<p>Ralph Mellin</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
heavily populated Ada County through East Canyon County It would seem to be wise for there to be a line item for this above project; however, perhaps it could be a part of the line item of Planning – Metropolitan Planning Funds 2020-24 for \$7,000,000 with perhaps some increase of these funds. But something needs to be done.			
I would like to see any funds approved to help widen road in Ada County require ACHD to design and build bike lanes that meet the requirements of the Bike Facilities Matrix in their Roadways to Bikeways plan.	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.	Clancy Anderson 83702	Online comment form
Letter from the Ada County Highway District attached at the end of this table.	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, Valley Regional Transit, the City of Boise, and the City of Meridian.	83642	Letter

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
Comments on the FY2020 federal Program of Projects proposed for funding by Valley Regional Transit			
I favor investing in transit and transit infrastructure	Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.	83702	Online comment form
Absolutely no public transportation. Only degenerates use public transportation.	Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.	83686	Online comment form
<p>I'm interested in the bus routes, we live on Maple Grove, just off of Maple Grove near Hyatt Hidden Lakes, McMillan and Mitchell area. We've lived here for 10 years and when we first got here, Maple Grove had been cut through down to Chinden from McMillan. And we kept thinking maybe they'd put a bus route down there sometime, but it seems like we're kind of like a little island, it comes down Maple Grove and turns and goes east.</p> <p>And then the other one, the route 8, goes the other direction. The 8X does come down, but it doesn't stop anywhere really close to us.</p> <p>We thought maybe sometime – I'm disabled now – but I had wanted to ride the bus into downtown and to doctor's appointments and things like that. It's just impossible to get there for me, I can't walk that far and it seems like we've got a little island stuck out. Since Five Mile is, turns at Ustick and goes over – the number 8 does.</p> <p>And then the 12 turns and goes the other direction and kind of leaves us up a creek.</p> <p>And if I could cut across, if I <i>could</i> cut across, the Hyatt and Hidden Lakes, which is</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>ValleyConnect 2.0 is Valley Regional Transit's plan for expanded transit service in the Treasure Valley. This plan would improve service around Hyatt Hidden Lakes, but is unlikely to extend service down Maple Grove. Currently, there are two options for people in the identified service gap. In January, Valley Regional Transit began a pilot project with Lyft which allows anyone in this area to schedule a Lyft ride to select bus stops for \$2. From these stops, riders can continue their trip on fixed route transit for their regular fare. Alternatively, persons with disability who live within ¾ mile of fixed route service, which would cover this area may qualify for ACCESS door to door transportation.</p>	83704	Voice mail

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>impossible, but that would take us down to Chinden, and it seems to be shut off right now, the 8x. And I would still have to get across and it's just impossible.</p> <p>I know if I'm looking at this area, and there's a lot of people up here that could use this, we'd like to put a word in to maybe look at Maple Grove and take it on down the hill, if possible.</p> <p>Thank you.</p>			
<p>Valley regional transit is a good alternative to driving but must expand service and stops. More importantly treasure valley cities need to collectively work towards providing more alternatives to public transit such as a rail system.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83646</p>	<p>Online comment form</p>
<p>reinstitute the light rail system throughout Treasure Valley with grade separation; coordinated public transport system between light rail and bus/van schedules; extend bus transport system to cover heavily populated areas of Eagle, Meridian, Star, Middleton, Caldwell, Kuna; add more bus stops at major points of interest, such as schools, churches, malls, libraries, office buildings, parks, etc.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We should be thinking about a metro service that links Nampa/Caldwell + downtown Boise + airport.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, Valley Regional Transit, the City of Caldwell, and the City of Nampa.</p>	<p>Richard Winn 83642</p>	<p>Online comment form</p>
<p>We were out of town so did not get to attend the open house. However we are highly concerned about public transportation and pedestrian/bike paths in rural Nampa. It is becoming a highly URGENT issue we cannot ignore or postpone!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and Valley Regional Transit.</p>	<p>83687</p>	<p>Hard copy comment form</p>
<p>From what I can tell, a lot of the budget goes to fixing / maintaining rolling stock. I would like to see purchase of more rolling stock to satisfy the transit needs of the valley. Not in terms of ridership per se, but availability. Ridership won't go up unless availability goes up.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>

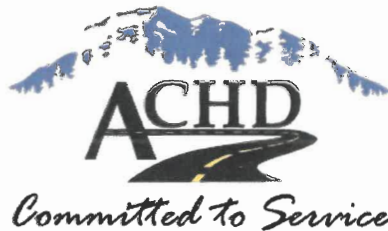
Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
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Comments on the Air Quality Conformity Demonstration for Northern Ada County

<p>We are greatly affected (to the point of wearing face masks!) by the air pollution at Curtis and Chinden on our daily walks and bikes ride to school. Can any further research be put into synchronizing the N/S lights along Curtis at Chinden, Ustick, Northview, the light/school zone at Koelsch, Fairview, and connector onramp please?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p> <p>Answer from Ada County Highway District staff:</p> <p>These signals are synchronized from Emerald Street to Adams Street. During the morning commute timing plan, southbound (from Chinden to I-84) is favored, but there is a cycle length difference between the signal at Fairview (and to the south) and Plymouth (and the signals to the north), due to the traffic flow differences between these two areas. Because the cycle length is not the same between these two groupings of signals, there can be some increased congestion between Fairview and Plymouth.</p> <p>During the midday timing plan, the cycle lengths are the same, and because traffic volumes are balanced, we do the best we can to allow flow in both directions. However, because of the inconsistent spacing between the traffic signals, and more vehicles on some side streets than on others, the flow may appear to be "choppy" in either direction on Curtis Road.</p> <p>During the evening commute timing plan, there are quite a number of different issues that occur that make it difficult to provide smooth traffic flow. The signal at Chinden needs a much longer cycle length than is needed for the other signals on Curtis Road to the south. So we operate the signal at Ustick at a cycle length that lines up well every 3rd cycle, but is likely less optimal on the other two cycles. This helps meter the traffic arriving at Chinden and helps traffic move away from Chinden. The remaining signals (from Northview south), operate at the same cycle length, and we primarily favor northbound traffic, but there is also some southbound flow as well.</p> <p>At Chinden, the "synchronized" (and favored) movements are on Chinden. However, we have made every effort to</p>	<p>--</p>	<p>Hard copy comment form</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
	<p>provide as optimal of flow as we can for the northbound and southbound traffic while still favoring the higher traffic volumes on Chinden during all of the timing plans.</p> <p>There are also a large number of emergency vehicle preempts on this corridor, as ambulances go to (and from) St. Alphonsus hospital. A preempt is when the emergency vehicle overrides the normal operation of a traffic signal to expedite there travel to and from an emergency situation. When this occurs, it does disrupt the flow along a corridor for a few cycles. Also, when this occurs, the emergency vehicles may not necessarily have their lights and sirens on, so it can be difficult for the average driver to know it is happening.</p> <p>As you can see, there are a number of issues that make this corridor very challenging to operate. We are doing the best that we can within the constraints that we have to work in, to provide the best traffic flow that we can achieve. We do analyze and retime corridors of signals every 5 – 7 years, and this corridor was last done in 2015. It is on the list to be looked at in the next couple of years, and we may find a change that will work better at that time, but that is not guaranteed.</p> <p>We will keep your comments in mind when we begin the next retiming project along this corridor. Your comments and input are appreciated.</p>		
<p>Air quality is always a concern with significant increases in vehicles on the road. Emissions testing and requirements should always be something state and local government should be focusing on and requiring improvements to emission rules.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>use of light rail, electric vehicles or buses fueled by natural gas, if possible</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Why is the PM10 budget increase in 2024-2030 viewed as permission to increase PM10 emissions? Is unhealthy air somehow getting healthier to breathe? Stop widening roads, fund actual transit.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Department of Environmental Quality.</p> <p>The increase in the PM10 budget after 2023 is based on assumed growth in the Treasure Valley and the increase in vehicle miles traveled on the roadways that is anticipated to accompany growth through the year 2050.</p> <p>When the motor vehicle emissions budget is developed, expected future emissions from other sources are also calculated. Modeling must demonstrate that all emissions sources <u>combined</u> (vehicles emissions, emissions from industry, smoke from fireplaces/woodstoves, dust from agricultural tilling, etc.) will produce concentrations of PM10 below the national standards.</p> <p>The US Environmental Protection Agency (EPA) reviews the vehicle emissions budgets and must determine them to be "adequate" to maintain compliance with air quality standards. The EPA has reviewed the PM10 vehicle emissions budget for northern Ada County in light of all anticipated sources of PM10 in the valley and determined that it is adequate to maintain compliance, even with an increase in the budget amount after 2023.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>



Rebecca W. Arnold, President
Mary May, 1st Vice-President
Sara M. Baker, 2nd Vice-President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

August 29, 2019

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 FY2020-2026 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 Communities in Motion 2040 maintenance funding policy by dedicating a steady funding source for pavement preservation and Americans With Disabilities Act (ADA) repair 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 capacity improvement projects. Through experience, ACHD has found that pavement preservation projects are an efficient and effective use of valuable federal funds. These projects also help eliminate substandard ADA infrastructure in the Boise Urbanized Area by ensuring that all curb ramps within the boundaries of a project meet current ADA standards. These improvements 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 FY2020-2026 TIP:

- ACHD fully supports the two State Tax Anticipated Revenue (STAR) capacity improvement projects on US 20/26 from Linder Road to Locust Grove (KN 20594), advanced to FY2020, and from SH-16 to Linder Road (KN 21858), programed in FY2020. These improvements will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways. In addition, the advancement from PD to FY2023 for the Transportation Expansion and Congestion Mitigation (TECM) funded US 20/26 from Star Road to SH-16 (KN 20367) will support the improvements being funded by the above-mentioned STAR projects.
- It is noted that the widening of SH-44, between Star Road and SH-16 (KN20574) has been delayed from FY2023 to FY2024. This capacity project remains a vital project that will benefit the growing cities of Eagle and Star.
- The advancement of all FY2026 Pavement Preservation and ADA Phase I and II projects (ORN22390 and ORN22391) and FY2024 Pavement Preservation and ADA Phase I and II projects

(KN20674 and KN 20538) supports ACHD's efforts to use federal funds for pavement preservation and ADA projects.

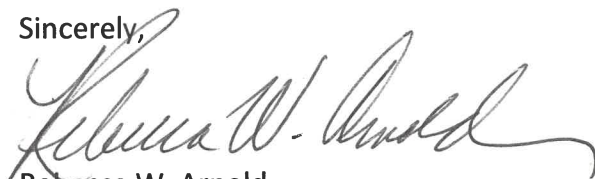
- The addition of Interstate Maintenance projects, East Boise Entry, Ada County (ORN22237) and I-84, Interchange Ramp Rehabilitation, Boise (ORN22246) benefit the regional needs of Treasure Valley residents and complement ACHD's transportation network.
- The Transit Asset Management (TAM), Boise Area, VRT, projects (FY2020 to FY2025) support ACHD's efforts to maintain the Commuteride fleet in good condition for all users. The continued support of the Rideshare program with the advancement of Urban funds in FY2023 and FY2024 (CPA3 15914,) and FY2025 (CPA3 ORN22386) is valuable to the commuters of the Treasure Valley.
- ACHD appreciates the highlighting of locally funded and regionally significant ACHD road capacity projects (RD216-04, RD207-29 and RD207-30). In addition, the locally funded FY2024 and FY2026 Pavement Preservation and ADA projects (KN 20683 and ORN22392) provide funding flexibility within the Boise Urbanized Area.

As the Treasure Valley rapidly grows, the complexity of the region's transportation problems increase along with the public's desire for solutions. ACHD appreciates ITD's extra efforts to fund and support large capacity projects on the state highway system in the Treasure Valley. These significant improvements to the regional highway system are critically needed and help relieve congestion on ACHD's network. ACHD will continue to work with its city and county partners, COMPASS and ITD to maintain the network and plan for necessary capacity improvements in growth areas across the county.

Thank you 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,



Rebecca W. Arnold
ACHD Commission President

Cc: COMPASS Executive Committee

**APPENDIX C: HISTORICAL AND PROJECTED
BUDGET DATA**

Tables 32 through 35 provide summarized information from FY2014 through FY2017 for agencies with roadway jurisdiction, as reported in the Road and Street Reports. Detailed information is available by contacting COMPASS staff at info@compassidah.org.

Table 32: Total Income minus Disbursements for Agencies with Roadway Jurisdiction, FY2017

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$16,350,410	\$110,148,015	\$98,169,591	\$11,978,424	-	\$28,328,834	\$28,328,834	-
Canyon	\$3,608,358	\$8,019,103	\$5,940,872	\$2,078,231	(\$539,214)	\$5,147,375	\$4,797,376	\$350,000
Golden Gate	\$550,179	\$2,449,293	\$2,392,335	\$56,958	-	\$607,137	\$557,000	\$50,137
Nampa	\$4,957,987	\$11,291,689	\$7,846,332	\$3,445,357	-	\$8,403,344	\$6,231,039	\$2,172,305
Notus-Parma	\$1,416,735	\$2,025,653	\$1,746,268	\$279,385	-	\$1,696,120	\$1,264,220	\$431,900
Cities								
Caldwell	\$2,829,777	\$6,589,570	\$6,021,119	\$568,451	-	\$3,398,228		-
Greenleaf	\$88,267	\$65,373	\$64,386	\$987	-	\$89,254	\$89,254	-
Melba	\$60	\$60,636	\$43,203	\$17,433	-	\$17,493	\$17,450	\$43
Middleton	\$87,713	\$1,330,947	\$1,308,735	\$22,212	-	\$109,925	\$109,925	-
Nampa	\$10,559,898	\$11,535,999	\$13,535,260	(\$1,999,261)	-	\$8,560,637		-
Notus	\$73,202	\$49,243	\$32,170	\$17,073	-	\$90,275	\$78,275	\$12,000
Parma	\$327,768	\$262,870	\$211,276	\$51,594	\$142	\$379,504	\$125,000	\$254,504
Wilder	\$116,984	\$163,496	\$211,943	(\$48,447)	-	\$68,537	\$68,537	-
Total	\$40,967,338	\$153,991,887	\$137,523,490	\$16,468,397	(\$539,072)	\$56,896,663	\$41,666,910	\$3,270,889

Source: 2017 Road and Street Report, Self-Reported, September 30, 2017.

Breakout of disbursements:

- Construction – 1.85%
- Reconstruction/General Maintenance – 57.04%
- Equipment – 11.11%
- Administration – 8.06%
- Other (property acquisition, design, etc.) – 21.94%

Table 33: Total Income minus Disbursements for Agencies with Roadway Jurisdiction, FY2016

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway District								
ACHD	\$1,252,313	\$105,197,558	\$90,099,462	\$15,098,096	-	\$16,350,409	\$16,350,409	-
Canyon	\$2,760,173	\$7,422,801	\$6,586,330	\$836,471	\$11,714	\$3,608,368	\$3,258,358	\$350,000
Golden Gate	\$450,860	\$2,234,584	\$2,135,265	\$99,319	-	\$550,179	\$500,000	\$50,179
Nampa	\$4,051,608	\$10,641,607	\$9,735,230	\$906,377	-	\$4,957,985	\$4,957,985	\$0
Notus-Parma	\$1,378,440	\$1,866,607	\$1,828,312	\$38,295	-	\$1,416,735	\$1,085,549	\$331,186
Cities								
Caldwell	\$1,551,101	\$9,406,153	\$8,127,477	\$1,278,676	-	\$2,829,777	-	-
Greenleaf	\$87,873	\$59,363	\$58,969	\$394	-	\$88,267	\$82,105	\$6,162
Melba	\$0	\$57,771	\$31,711	\$26,060	-	\$26,060	\$23,000	\$3,000
Middleton	\$87,713	\$1,694,063	\$1,666,340	\$27,723	-	\$115,436	\$0	\$27,723
Nampa	\$9,496,925	\$10,345,673	\$9,282,700	\$1,062,973	-	\$10,559,898	\$0	\$0
Notus	\$46,444	\$45,028	\$18,270	\$26,758	-	\$73,202	\$63,202	\$10,000
Parma	\$267,764	\$251,354	\$191,841	\$59,513	\$491	\$327,768	\$125,000	\$202,768
Wilder	\$51,217	\$215,019	\$149,252	\$65,767	-	\$116,984	\$116,984	\$0
Total	\$21,482,431	\$149,437,581	\$129,911,159	\$19,526,422	\$12,205	\$41,021,068	\$26,562,592	\$981,018

Source: 2016 Road and Street Report, Self-Reported, September 30, 2016.

Breakout of disbursements:

- Construction – 3.47%
- Reconstruction/General Maintenance – 55.11%
- Equipment – 10.13%
- Administration – 7.54%
- Other (property acquisition, design, etc.) – 23.76%

Table 34: Total Income minus Disbursements for Agencies with Roadway Jurisdiction, FY2015

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD	\$2,203,705	\$94,153,479	\$95,104,871	(\$951,392)	-	\$1,252,313	-	\$1,252,313
Canyon	\$2,691,231	\$6,335,705	\$5,885,471	\$450,234	(\$381,293)	\$2,760,172	\$2,410,173	\$350,000
Golden Gate	\$465,377	\$1,966,555	\$1,981,072	(\$14,517)	-	\$450,860	\$400,000	\$50,860
Nampa	\$1,926,515	\$9,741,040	\$7,615,947	\$2,125,093	-	\$4,051,608	\$4,481,479	-
Notus-Parma	\$1,066,420	\$1,668,527	\$1,665,601	\$2,926	\$309,094	\$1,378,440	\$1,044,747	\$333,693
Cities								
Caldwell	\$985,198	\$5,786,607	\$5,546,041	\$240,566	\$325,337	\$1,551,101	-	-
Greenleaf	\$0	\$59,189	\$53,059	\$6,130	\$81,743	\$87,873	\$79,060	\$8,813
Melba	\$245	\$176,745	\$164,914	\$11,831	-	\$12,076	\$12,000	\$76
Middleton	\$515,421	\$2,343,739	\$2,073,186	\$270,553	-	\$785,974	\$735,974	\$50,000
Nampa	\$8,947,653	\$8,646,438	\$8,097,167	\$549,271	-	\$9,496,924	-	-
Notus	\$61,662	\$37,220	\$52,438	(\$15,218)	-	\$46,444	\$36,444	\$10,000
Parma	\$288,054	\$220,741	\$241,031	(\$20,290)	-	\$267,764	\$125,000	\$142,764
Wilder	\$57,097	\$217,485	\$223,365	(\$5,880)	-	\$51,217	\$51,217	-
Total	\$19,208,578	\$131,353,470	\$128,704,163	\$2,649,307	\$334,881	\$22,192,766	\$9,376,094	\$2,198,519

Source: 2015 Road and Street Report, Self-Reported, September 30, 2015.

Breakout of disbursements:

- Construction – 4.39%
- Reconstruction/General Maintenance – 55.55%
- Equipment – 11.73%
- Administration – 7.24%
- Other (property acquisition, design, etc.) – 21.09%

Table 35: Total Income minus Disbursements for Agencies with Roadway Jurisdiction, FY2014

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
Highway Districts								
ACHD		\$84,483,464	\$82,279,759	\$2,203,705	-	\$2,203,705	\$2,203,705	
Canyon	\$2,681,314	\$5,831,170	\$5,796,017	\$35,153	-	\$2,691,231	\$2,341,231	\$350,000
Golden Gate	\$528,386	\$1,758,531	\$1,926,894	(\$168,363)	(\$25,236)	\$360,023	\$320,000	\$40,023
Nampa	\$1,926,404	\$7,327,556	\$7,327,445	\$111	-	\$1,926,515	\$1,541,212	\$385,303
Notus-Parma	\$636,079	\$1,625,065	\$1,671,388	(\$46,323)	\$426,664	\$1,016,420	\$356,406	\$660,014
Cities								
Caldwell	\$671,812	\$5,431,054	\$5,117,668	\$313,386	-	\$985,198	-	-
Greenleaf	\$47,760	\$44,664	\$92,424	(\$47,760)	-	\$0	-	-
Melba		\$47,686	\$37,941	\$9,745	-	\$9,745	\$9,500	\$245
Middleton		\$1,820,790	\$1,305,370	\$515,420	-	\$515,420	\$515,420	-
Nampa	\$1,351,992	\$8,943,578	\$10,295,570	(\$1,351,992)	-	\$0	-	-
Notus	\$57,716	\$74,887	\$15,941	\$58,946	-	\$116,662	\$55,000	-
Parma	\$200,701	\$225,599	\$142,472	\$83,127	\$4,226	\$288,054	\$175,000	\$113,054
Wilder	\$32,695	\$164,328	\$168,450	(\$4,121)	\$28,253	\$57,097	\$57,097	-
Total	\$8,134,859	\$117,778,372	\$116,177,339	\$1,601,034	\$433,907	\$10,170,070	\$7,574,571	\$1,548,639

Source: 2014 Road and Street Report, Self-Reported, September 30, 2014.

Breakout of disbursements:

- Construction – 3.39%
- Reconstruction/General Maintenance – 60.78%
- Equipment – 8.39%
- Administration – 7.77%
- Other (property acquisition, design, etc.) – 19.68%

Tables 36 through 41 provide summarized information projecting budgeting information for FY2019 - FY2024 extrapolated from the Road and Street Reports, using a four-year average of year-to-year changes in total income and total disbursement ratios.

The projections predict that many agencies will need additional funds to cover expected expenses, use reserve accounts, or remove projects in order to balance their budgets in the future.

Table 36: Projected - Income minus Disbursements for Agencies with Roadway Jurisdiction, FY2019

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$129,106,848	\$131,921,897	(\$2,815,049)
	Canyon	\$9,212,600	\$8,405,945	\$806,655
	Golden Gate	\$2,992,332	\$2,444,603	\$547,729
	Nampa	\$13,692,088	\$14,136,781	(\$444,693)
	Notus-Parma	\$2,242,651	\$1,788,921	\$453,729
Cities	Caldwell	\$7,957,072	\$7,700,688	\$256,384
	Greenleaf	\$122,479	\$53,127	\$69,352
	Melba	\$90,447	\$79,429	\$11,018
	Middleton	\$1,651,225	\$1,316,092	\$335,132
	Nampa	\$12,472,614	\$13,198,508	(\$725,894)
	Notus	\$242,009	\$248,162	(\$6,153)
	Parma	\$278,412	\$273,993	\$4,419
	Wilder	\$242,410	\$127,156	\$115,254
	Total	\$180,303,192	\$181,695,309	(\$1,392,116)

Table 37: Projected - Income minus Disbursements for Agencies with Roadway Jurisdiction, FY2020

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$140,575,255	\$145,487,606	(\$4,912,351)
	Canyon	\$10,101,925	\$9,121,427	\$980,498
	Golden Gate	\$3,328,274	\$2,566,601	\$761,673
	Nampa	\$15,571,743	\$16,496,277	(\$924,534)
	Notus-Parma	\$2,393,031	\$1,815,2683	\$577,763
Cities	Caldwell	\$8,895,376	\$8,551,1260	\$344,250
	Greenleaf	\$151,412	\$48,815	\$102,598
	Melba	\$137,173	\$138,170	(\$997)
	Middleton	\$1,662,683	\$1,364,546	\$298,137
	Nampa	\$13,367,939	\$14,183,192	(\$815,252)
	Notus	\$261,370	\$268,015	(\$6,645)
	Parma	\$290,744	\$321,537	(\$30,793)
	Wilder	\$267,598	\$127,548	\$140,050
	Total	\$197,004,530	\$200,490,134	(\$3,485,603)

Table 38: Projected - Income minus Disbursements for Agencies with Roadway Jurisdiction, FY2021

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$153,062,388	\$160,448,296	(\$7,385,908)
	Canyon	\$11,077,099	\$9,897,808	\$1,179,292
	Golden Gate	\$3,701,932	\$2,694,687	\$1,007,245
	Nampa	\$17,709,439	\$19,249,584	(\$1,540,145)
	Notus-Parma	\$2,553,495	\$1,842,002	\$711,492
Cities	Caldwell	\$9,944,326	\$9,495,483	\$448,843
	Greenleaf	\$187,181	\$44,853	\$142,328
	Melba	\$208,037	\$240,353	(\$32,316)
	Middleton	\$1,674,221	\$1,414,783	\$259,437
	Nampa	\$14,327,534	\$15,241,338	(\$913,804)
	Notus	\$282,280	\$289,456	(\$7,177)
	Parma	\$303,621	\$377,331	(\$73,710)
	Wilder	\$295,404	\$127,942	\$167,462
	Total	\$215,326,963	\$221,363,923	(\$6,036,960)

Table 39: Projected - Income minus Disbursements for Agencies with Roadway Jurisdiction, FY2022

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$166,658,737	\$176,947,414	(\$10,288,677)
	Canyon	\$12,146,411	\$10,740,271	\$1,406,140
	Golden Gate	\$4,117,539	\$2,829,165	\$1,288,374
	Nampa	\$20,140,598	\$22,462,431	(\$2,321,834)
	Notus-Parma	\$2,724,718	\$1,869,130	\$855,588
Cities	Caldwell	\$11,116,969	\$10,544,132	\$572,837
	Greenleaf	\$231,399	\$41,212	\$190,186
	Melba	\$315,511	\$418,105	(\$102,594)
	Middleton	\$1,685,839	\$1,466,870	\$218,968
	Nampa	\$15,356,012	\$16,378,428	(\$1,022,417)
	Notus	\$304,862	\$312,613	(\$7,751)
	Parma	\$317,070	\$442,807	(\$125,738)
	Wilder	\$326,099	\$128,336	\$197,762
	Total	\$235,441,769	\$244,580,922	(\$9,139,153)

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

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$181,462,834	\$195,143,159	(\$13,680,324)
	Canyon	\$13,318,948	\$11,654,441	\$1,664,506
	Golden Gate	\$4,579,806	\$2,970,354	\$1,609,451
	Nampa	\$22,905,507	\$26,211,518	(\$3,306,011)
	Notus-Parma	\$2,907,423	\$1,896,658	\$1,010,765
Cities	Caldwell	\$12,427,890	\$11,708,590	\$719,300
	Greenleaf	\$286,062	\$37,867	\$248,195
	Melba	\$478,507	\$727,312	(\$248,805)
	Middleton	\$1,697,537	\$1,520,875	\$176,662
	Nampa	\$16,458,317	\$17,600,352	(\$1,142,035)
	Notus	\$329,251	\$337,622	(\$8,371)
	Parma	\$331,113	\$519,645	(\$188,531)
	Wilder	\$359,983	\$128,732	\$231,250
	Total	\$257,543,185	\$270,457,132	(\$12,913,947)

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

		Total Income	Total Disbursements	Receipts Over Disbursements
Highway Districts	ACHD	\$197,581,962	\$215,209,997	(\$17,628,035)
	Canyon	\$14,604,673	\$12,646,423	\$1,958,250
	Golden Gate	\$5,093,970	\$3,118,589	\$1,975,380
	Nampa	\$26,049,985	\$30,586,345	(\$4,536,360)
	Notus-Parma	\$3,102,380	\$1,924,591	\$1,177,789
Cities	Caldwell	\$13,893,397	\$13,001,647	\$891,750
	Greenleaf	\$353,639	\$34,794	\$318,845
	Melba	\$725,707	\$1,265,190	(\$539,484)
	Middleton	\$1,709,317	\$1,576,868	\$132,449
	Nampa	\$17,639,749	\$18,913,438	(\$1,273,688)
	Notus	\$355,591	\$364,631	(\$9,040)
	Parma	\$345,779	\$609,815	(\$264,036)
	Wilder	\$397,388	\$129,130	\$268,258
	Total	\$281,853,542	\$299,381,465	(\$17,527,923)

Table 42 provides historical budgets for VRT.

Table 42: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2014-2018

Fiscal Year	Beginning Net Position	Total Revenues	Total Expenses	Ending Net Position
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
2018	\$33,722,519	\$19,099,125	\$21,259,469	\$31,562,481

*Required restatement of beginning Net Position due to implementation of GASB 68.
 Source: Valley Regional Transit Financial Statements FY2014-2018.

Table 43 includes inflationary factors for the overall budget projections from FY2020-2024 for VRT. It is anticipated that, if inflation affects the overall system as predicted, additional funding will be needed for operations as well as capital replacements in order to maintain current service levels.

Table 43: Projected - VRT Revenues and Expenses, FY2020 through FY2024

	Operations		Capital**		Capital Unfunded
	Revenues	Expenses	Revenues	Expenses	
FY2020					
Regional Overhead and Operations	\$6,537,829	\$6,532,509	-	-	-
Large Urban	\$9,067,311	\$9,067,311	\$4,463,303	\$5,875,798	\$1,412,495
Small Urban*	\$2,098,971	\$2,098,971	\$1,014,766	\$1,205,958	\$191,192
Total	\$17,704,111	\$17,698,791	\$5,478,069	\$7,081,756	\$1,603,687
FY2021					
Regional Overhead and Operations	\$6,671,005	\$6,716,138	-	-	-
Large Urban	\$9,252,012	\$9,322,193	\$4,527,664	\$6,052,072	\$3,620,036
Small Urban*	\$2,141,727	\$2,157,973	\$1,029,399	\$1,242,137	\$196,928
Total	\$18,064,744	\$18,196,304	\$5,557,063	\$7,294,209	\$3,816,964
FY2022					
Regional Overhead and Operations	\$6,807,342	\$6,904,942	-	-	-
Large Urban	\$9,441,099	\$9,584,259	\$4,593,201	\$6,233,634	\$3,728,637
Small Urban*	\$2,185,498	\$2,218,638	\$1,044,299	\$1,279,401	\$202,836
Total	\$18,433,940	\$18,707,839	\$5,637,500	\$7,513,035	\$3,931,473
FY2023					
Regional Overhead and Operations	\$6,946,924	\$7,099,068	-	-	-
Large Urban	\$9,634,684	\$9,853,712	\$4,659,940	\$6,420,643	\$3,840,496
Small Urban*	\$2,230,311	\$2,281,013	\$1,059,473	\$1,317,783	\$208,921
Total	\$18,811,919	\$19,233,793	\$5,719,413	\$7,738,426	\$4,049,417
FY2024					
Regional Overhead and Operations	\$7,089,831	\$7,298,667	-	-	-
Large Urban	\$9,832,883	\$10,130,760	\$4,727,909	\$6,613,262	\$3,955,711
Small Urban*	\$2,276,191	\$2,345,146	\$1,074,926	\$1,357,316	\$215,188
Total	\$19,198,905	\$19,774,573	\$5,802,835	\$7,970,579	\$4,170,899
Grand Total	\$92,213,619	\$93,611,300	\$28,194,881	\$37,598,004	\$17,572,439

Revenue and expense projections are subject to change. Amounts are inflated based on inflation factors in *Communities in Motion 2040 2.0*.

*Small Urban unfunded capital is due to local shortfall.

**Capital projects based on annual averages.

Inflation is assumed as follows:

- Revenue
 - Local contributions increase 2.7% each year
 - Fare box and other revenue increases 3% each year
 - Federal contributions increase 1% each year
- Expenditures
 - Vehicle operations increase 2.7% each year
 - General operations increase 3% each year
 - Capital costs increase 3% each year