



Working together to plan for the future

FY2023-2029 Regional Transportation Improvement Program

Report No. 01-2023

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

Modified: November 1, December 2, 2022; January 9, February 13, March 8, April 4, April 17, April 25, May 24, June 13, June 23, July 15, August 8, August 16, September 6, September 21, and November 15, 2023, December 18, December 20, 2023, and January 23, 2024.

Amended: December 19, 2022, February 27, and June 11, 2023.

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

T:\FY23\600 Projects\685 TIP\FY2329TIP\Reports\Doc\FY2023TIPrpt.docx



Working together to plan for the future

RESOLUTION NO. 03-2023

**FOR THE PURPOSE OF APPROVING THE
FY2023-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AND
ASSOCIATED AIR QUALITY CONFORMITY DEMONSTRATION**

WHEREAS, the Community Planning Association of Southwest Idaho has been designated by the Governor of Idaho as the metropolitan planning organization responsible for transportation planning in Ada and Canyon Counties;

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), Title 23 United States Code Section 134, and Title 49 United States Code Section 5303 requires metropolitan planning organizations to develop and approve a transportation improvement program;

WHEREAS, the 1990 Clean Air Act Amendment requires all transportation plans and programs in nonattainment or maintenance areas demonstrate conformity to applicable state implementation plans for air quality improvement;

WHEREAS, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require projects contained in the transportation improvement program to be financially constrained;

WHEREAS, IIJA, Title 23 United States Code Section 134 and Title 49 United States Code Section 5303 require the transportation improvement program be developed and amended in consultation with all interested parties;

WHEREAS, a public comment period was held between August 15 and September 13. All comments were shared with the COMPASS Board of Directors for consideration;

WHEREAS, the Community Planning Association of Southwest Idaho desires to take timely action to ensure the availability of federal funds; and

WHEREAS, the Community Planning Association of Southwest Idaho has developed the FY2023-2029 Regional Transportation Improvement Program for Ada and Canyon Counties, and associated air quality conformity demonstration for Northern Ada County, in compliance with all applicable state and federal regulations.

NOW, THEREFORE, BE IT RESOLVED, that the Community Planning Association of Southwest Idaho Board of Directors approves the FY2023-2029 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

ADOPTED this 17th day of October 2022.

By: 

Joe Stear, Chair
Community Planning Association
of Southwest Idaho Board of Directors

ATTEST:

By: 

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

Table of Contents

| | |
|--|-----|
| IN A NUTSHELL..... | 1 |
| I. INFLATION FACTORS | 6 |
| II. PUBLIC OUTREACH EFFORTS | 6 |
| III. PROJECT SELECTION | 9 |
| IV. CONGESTION MANAGEMENT PROCESS | 12 |
| V. TIP ACHIEVEMENT | 24 |
| VI. AIR QUALITY CONFORMITY | 59 |
| VII. REGIONALLY SIGNIFICANT PROJECTS | 60 |
| VIII. LOCAL PLANNING ACTIVITIES | 60 |
| IX. FINANCIAL CONSTRAINT | 62 |
| X. PROGRAM FUNDING ALLOCATIONS | 76 |
| APPENDIX A: FUNDING TYPES AND ACRONYMS | 77 |
| APPENDIX B: TRANSIT RIDERSHIP | 85 |
| APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA | 88 |
| APPENDIX D: PRIOR YEAR PROJECTS..... | 100 |
| APPENDIX E: LIST OF PROJECTS..... | 109 |
| APPENDIX F: PUBLIC COMMENTS | 243 |

List of Tables

| | |
|---|-----------|
| Table 1: Projects in the FY2023-2029 TIP by CMP Strategy | 19 |
| Table 2: TIP Achievement Categories..... | 25 |
| Table 3: Federal Performance Measures | 26 |
| Table 4: Analysis of TIP Achievement | 26 |
| Table 5: Trends on the Active Transportation System..... | 28 |
| <i>Table 6: Analysis of Active Transportation Projects, FY2023-2027</i> | <i>28</i> |
| Table 7: Transit Asset Management Targets..... | 31 |
| Table 8: Analysis of Transit Asset Management Projects, FY2023-2026 | 32 |
| Table 9: Pavement Conditions on the NHS and FY2022 Targets..... | 33 |
| Table 10: Projects that Improve Pavement Condition on the NHS, FY2023-2027 .. | 34 |
| <i>Table 11: Bridge Conditions and FY2022 Targets</i> | <i>35</i> |
| Table 12: Projects that Improve Bridge Condition in the FY2023-2029 TIP..... | 36 |
| Table 13: Projects for Public Transportation Operations in FY2023-2027, in the FY2023-2029 TIP | 38 |
| Table 14: Idaho Statewide Safety Targets | 39 |
| Table 15: Analysis of Safety Projects in the FY2022-2028 TIP..... | 39 |
| Table 16: Valley Regional Transit Public Transportation Safety Targets..... | 50 |
| Table 17: Support Projects in FY2023-2027, in the FY2023-2029 TIP..... | 50 |
| <i>Table 18: Projects that Improve System Performance Between FY2023 and FY2027 in the FY2023-2029 TIP.....</i> | <i>52</i> |

| | |
|--|----|
| Table 19: Level of Travel Time Reliability and FY2022 Targets | 54 |
| Table 20: Truck Travel Time Reliability and FY2022 Target..... | 57 |
| Table 21: Truck Travel Time Reliability (TTTR) Index Example | 57 |
| Table 22: Projects that Improve Truck Travel Time Reliability on the Interstate in the FY2023-2029 TIP | 59 |
| Table 23: ITD Appropriations – FY2023 (as of March 23, 2022)..... | 65 |
| Table 24: ITD Highway User Revenue - FY2023..... | 66 |
| Table 25: Available Funding* with Match vs. Programmed Projects FY2023-2029 | |
| Draft Idaho Transportation Investment Program (as of 6/29/2022) | 67 |
| Table 26: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2021 | 69 |
| Table 27: Total Disbursements for Agencies with Roadway Jurisdiction, FY2021... | 70 |
| Table 28: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021 | 71 |
| Table 29: VRT FY2023 Budget Summary by Budget Area | 73 |
| Table 30: Percentage of Programmed vs. Available Funds Per Year | 74 |
| Table 31: COMPASS Region Available vs. Programmed Funding | 75 |
| Table 32: Share of Project Costs Allocated by Type of Project | 76 |
| Table 33: Funding Sources and Uses | 78 |
| Table 34: General Acronyms and Terms Used in the TIP | 83 |
| Table 35: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2017..... | 89 |
| Table 36: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018..... | 90 |
| Table 37: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2019..... | 91 |
| Table 38: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2020..... | 92 |
| Table 39: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022..... | 93 |
| Table 40: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023..... | 94 |
| Table 41: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024..... | 94 |
| Table 42: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025..... | 95 |
| Table 43: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2026..... | 96 |
| Table 44: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2027..... | 96 |
| Table 45: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2017-2021 | 97 |
| Table 46: Projected - VRT Revenues and Expenses, FY2023 through FY2027..... | 98 |

List of Figures

| | |
|--|-----------|
| Figure 1: COMPASS Planning Area..... | 4 |
| Figure 2: Northern Ada County Air Quality Maintenance Area..... | 5 |
| Figure 3: COMPASS TIP Virtual Presentation | 7 |
| Figure 4: Newspaper Advertisement | 8 |
| Figure 5: Public Comment Demographic Data | 9 |
| <i>Figure 6: Top Ten Congested Tier 1 Network Segments Greater than Half a Mile (Peak period maximum, 2021)</i> | <i>14</i> |
| <i>Figure 7: Level of Travel Time Reliability (2021).....</i> | <i>15</i> |
| Figure 8: ACHD's Complete Street Policy..... | 17 |
| Figure 9: Pavement Asset Management Cycle, graphic from David Hein, PE, ARA, used with permission. | 33 |
| <i>Figure 10: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure website</i> | <i>54</i> |
| <i>Figure 11: Sample Improvements in Average Travel Times, from FHWA's Performance Measure website</i> | <i>55</i> |
| <i>Figure 12: 2021 NHS Level of Travel Time Reliability.....</i> | <i>56</i> |
| <i>Figure 13: 2021 Truck Travel Time Reliability on the Interstate.....</i> | <i>58</i> |

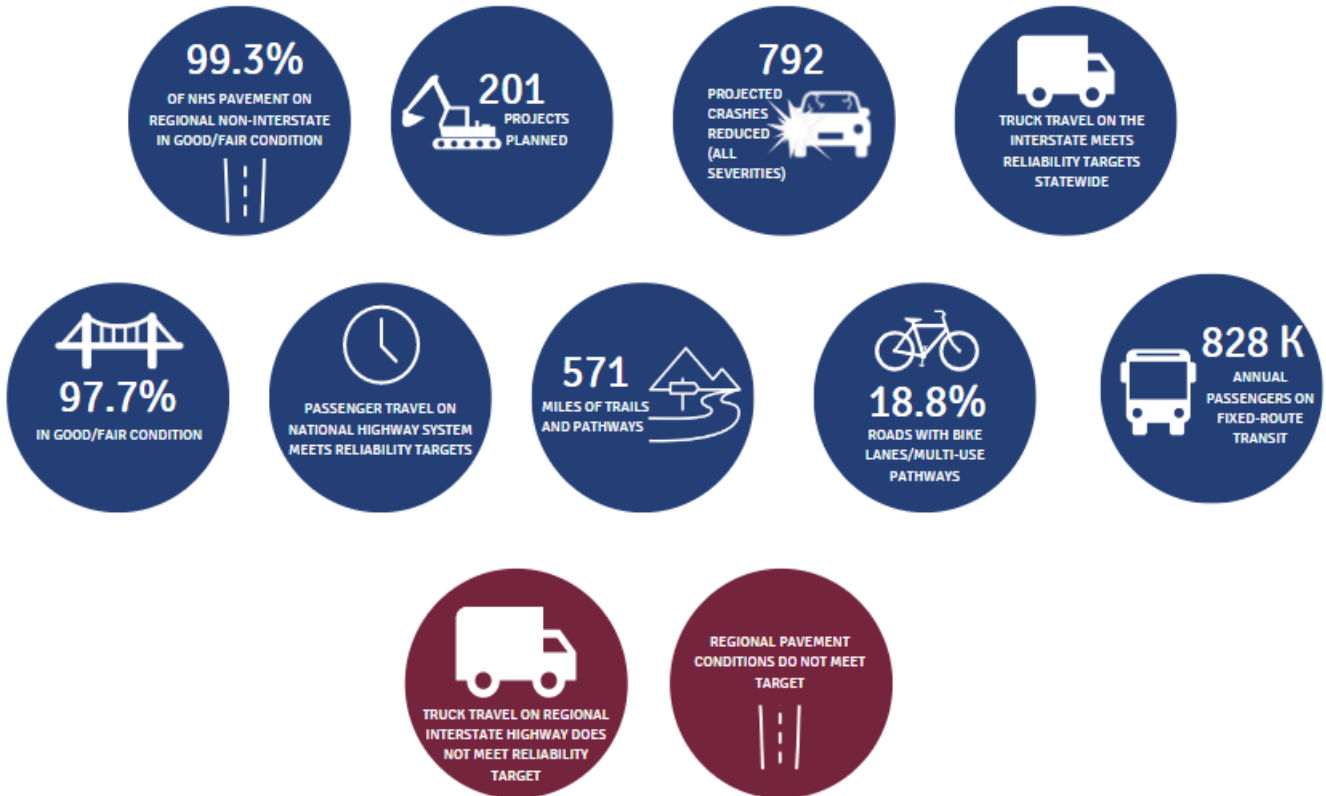
TOTAL BUDGETED FOR TRANSPORTATION
IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

IN A NUTSHELL

TOTAL BUDGETED OVER SEVEN YEARS

\$1,582,175,000

*INFLATED COSTS



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

INTRODUCTION

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

The TIP is developed through a cooperative process by COMPASS, the designated metropolitan planning organization (MPO) for the Boise Urbanized Area Transportation Management Area (TMA) and the Nampa Urbanized Area. This process involves extensive participation by:

- Ada County
- Ada County Highway District (ACHD)
- Boise State University
- Canyon County
- Canyon Highway District No. 4
- Capital City Development Corporation
- Idaho Department of Environmental Quality
- Idaho Transportation Department (ITD)
- Valley Regional Transit (VRT)
- Cities of
 - Boise
 - Caldwell
 - Eagle
 - Garden City
 - Greenleaf
 - Kuna
 - Melba
 - Meridian
 - Middleton
 - Nampa
 - Notus
 - Parma
 - Star
 - Wilder

The TIP must be consistent with the regional long-range transportation plan, [Communities in Motion 2040 2.0](#)¹ (CIM 2040 2.0). The COMPASS Board of Directors adopted CIM 2040 2.0 on December 17, 2018. [Communities in Motion 2050](#)² (CIM 2050) is expected to be adopted on December 19, 2022.

The first four years of the TIP are of particular interest since these years are considered "budgeted," while the remaining years are more informational in nature. The latter projects are listed to provide a framework for transportation needs that move from the planning stage to the implementation stage. Per federal regulations, information on the status of projects in the first year of the previous TIP is posted [online](#)³ by the end of each calendar year.

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

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

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

³ Annual Listing of Projects:

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

in this document are within the estimates of available funds from a variety of sources, both federal and non-federal.

The Boise TMA includes the Cities of Boise, Eagle, Meridian, and Garden City; the Nampa Urbanized Area includes the Cities of Nampa, Caldwell, and Middleton. Both urbanized areas also include adjacent densely settled areas outside of city limits. The smoothed boundaries for the Boise and Nampa Urbanized Areas were adopted by the COMPASS Board of Directors, via Resolution 15-2013, on August 19, 2013. Urbanized area boundaries determined through the 2020 Census are not yet available. This information will be updated when new boundaries are provided by the Census Bureau⁴. COMPASS' planning area includes all of Ada and Canyon Counties (Figure 1), an area broadly referred to as the "Treasure Valley."

Northern Ada County is a "maintenance area" for two air pollutants – coarse particulate matter (airborne dust and other particulates; referred to as "PM₁₀") and carbon monoxide. Northern Ada County violated the federal standards for these pollutants in the 1980s and early 1990s and has been in compliance ever since. Plans are in place to ensure the area maintains its compliance with these standards. COMPASS must show that the projects contained in this TIP "conform" to these plans – a process referred to as an "air quality conformity demonstration." This is discussed in more detail in Section VI. The Ada County air quality "maintenance area" encompasses the entire area of Ada County north of the Boise Base Line (Figure 2), which is an imaginary line located seven miles south of the City of Kuna.

This report includes additional detail in the following appendices:

- **APPENDIX A – FUNDING TYPES AND ACRONYMS**, provides a way to decipher transportation and federal jargon.
- **APPENDIX B – TRANSIT RIDERSHIP**, provides tabular and graphical representation of transit ridership in FY2022.
- **APPENDIX C – HISTORICAL AND PROJECTED BUDGET DATA**, provides additional information about transportation agency budgets.
- **APPENDIX D – PRIOR YEAR PROJECTS**, provides a list of projects that are still active, but no longer have budgeted funds. Projects could still need additional funding or release excess funding throughout the life of this program.
- **APPENDIX E – LIST OF PROJECTS**, provides a detailed list of projects that are funded with federal or state funds, or considered "regionally significant," no matter the funding source.
- **APPENDIX F – PUBLIC COMMENTS**, provides a summary as well as verbatim public comments received on the project list and all amendments that require a public comment period.

⁴ 2020 Urbanized Area Boundaries expected by December 2022.

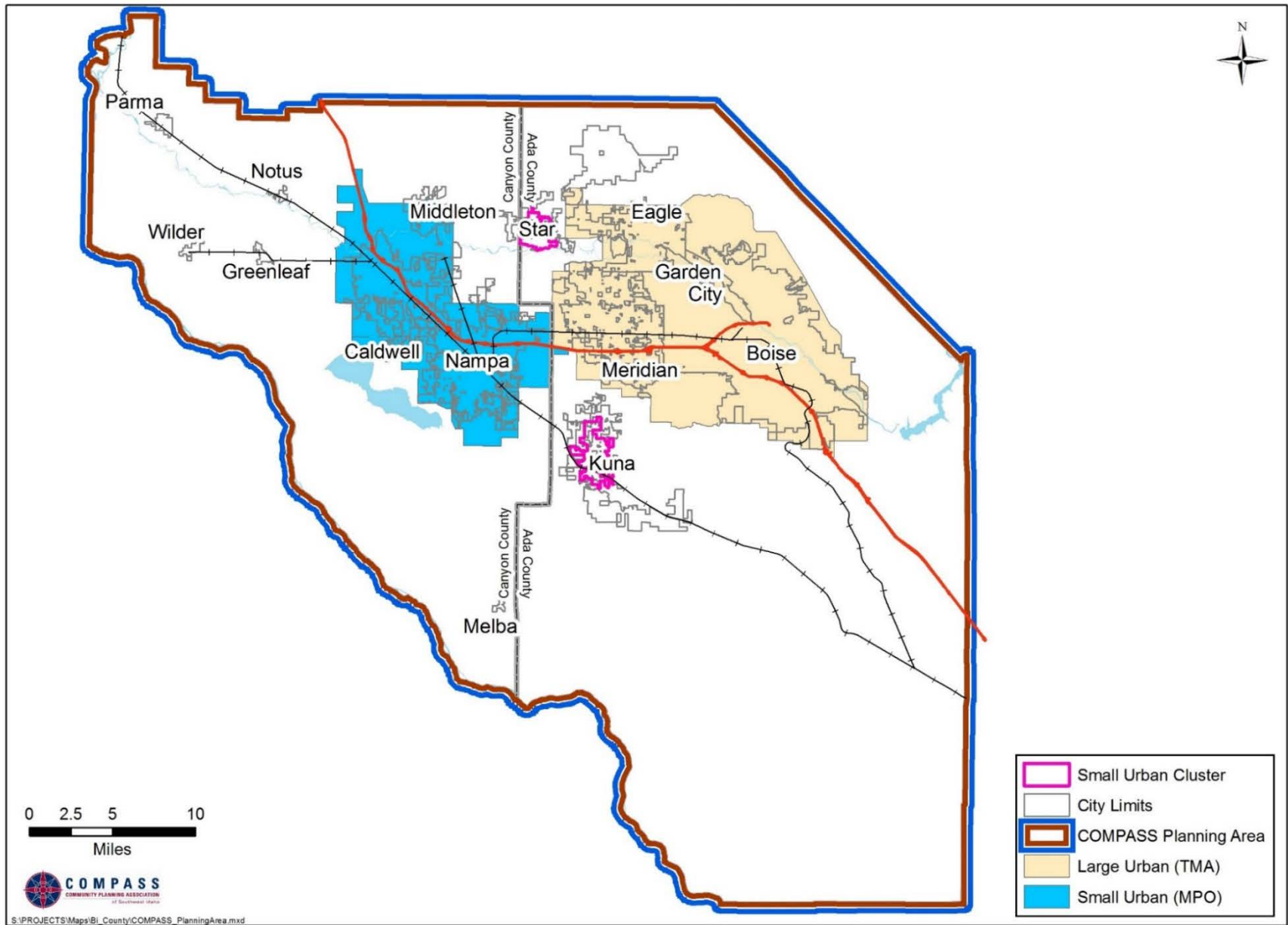


Figure 1: COMPASS Planning Area

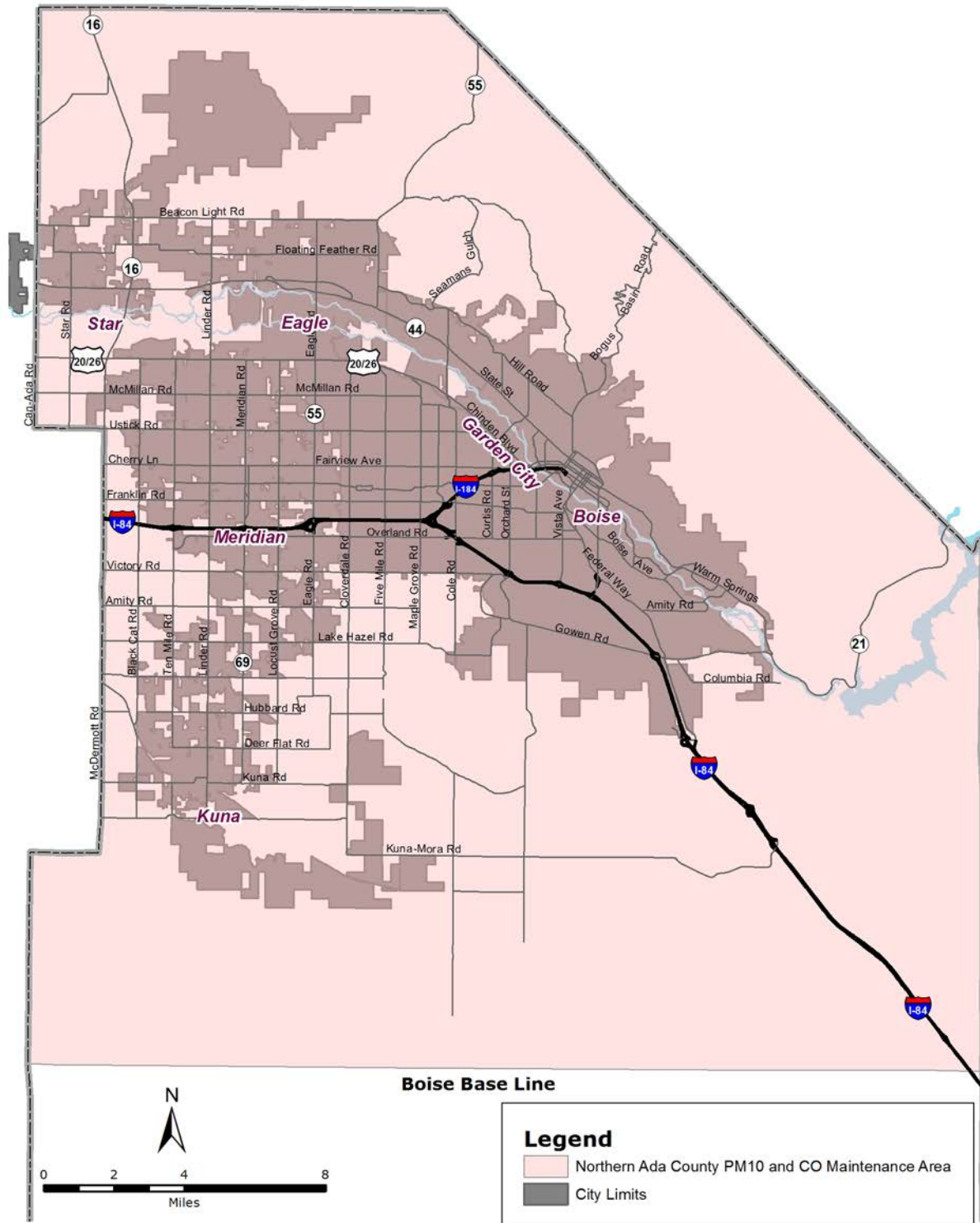


Figure 2: Northern Ada County Air Quality Maintenance Area

I. INFLATION FACTORS

The Federal Highway Administration (FHWA) requires all reporting documents show project costs in the year of expenditure. This means project costs must be shown with inflationary factors expected by the year funds will be expended. Agencies in the State of Idaho currently use a 2% inflation factor to adjust the cost of future expenditures for most projects.

COMPASS also maintains a project list for balancing purposes in “current dollar format,” meaning the costs are not inflated. This format is posted on the [TIP web page](#)⁵ and is the project list most typically used by COMPASS and sponsoring agencies.

II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP update begins approximately 16 months prior to its final approval. This effort includes requesting input from local governments in the Boise and Nampa Urbanized Areas, local governments outside of the urbanized areas within Ada and Canyon Counties, and the general public. Public outreach efforts were guided by, and complied with, requirements and recommendations outlined in the 2018 COMPASS Public Participation Plan (Chapter 2 of the [COMPASS Integrated Communication Plan](#)⁶).

Local Government Input. COMPASS staff met with local government staff in Ada and Canyon Counties to solicit their desired transportation projects for inclusion in this document from August through December 2021.

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

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

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

⁶ COMPASS Integrated Communication Plan:

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

⁷ COMPASS website: www.compassidaho.org

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

COMPASS website. All draft TIP materials were available on the [“Comments and Questions” webpage](#)⁸ from August 15 through September 13, 2022.

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

Open House.

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

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

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



Figure 3: COMPASS TIP Virtual Presentation

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

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

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

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

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

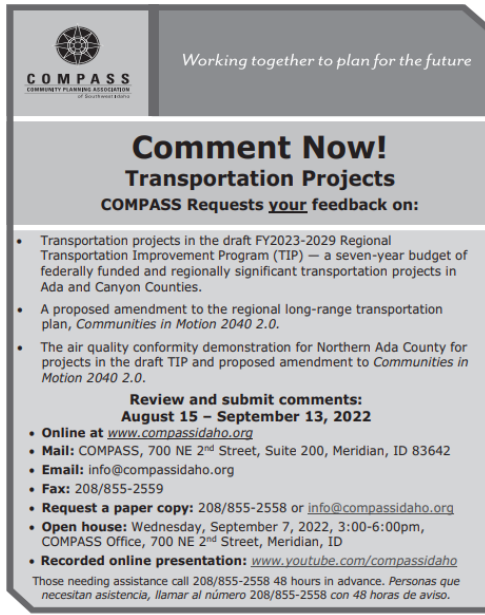


Figure 4: Newspaper Advertisement

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

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

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

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

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

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

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

¹⁰ Facebook: www.facebook.com/compassidaho

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

¹² Instagram: www.instagram.com/compassidaho/

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

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

COMPASS website has a Spanish translation option, allowing for translation of all web content.

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

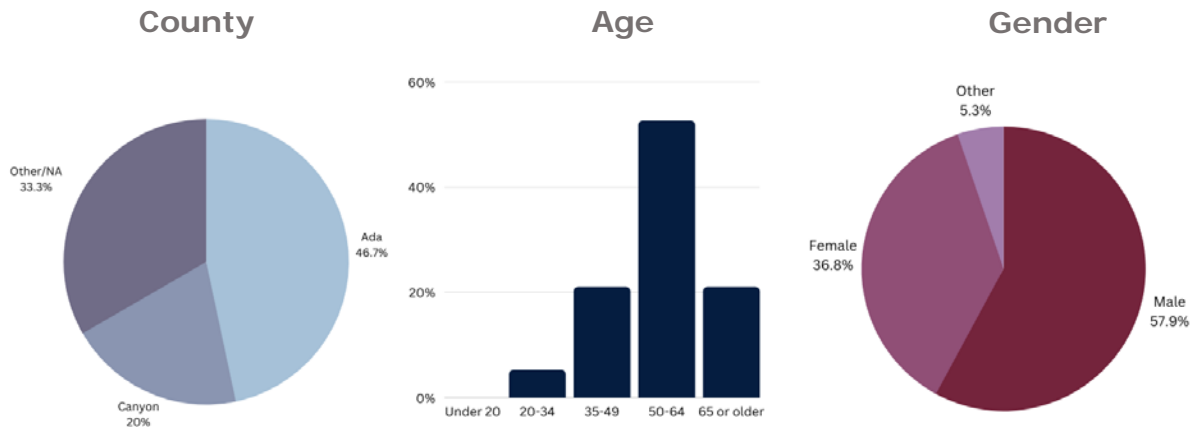


Figure 5: Public Comment Demographic Data

Disposition of Comments. Questions submitted as part of public comments were answered, and all comments were provided to RTAC and the COMPASS Board of Directors. Comments related to specific projects or studies were forwarded to the appropriate agencies. The disposition of individual comments is included with the verbatim comments and staff responses in Appendix F.

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

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

III. PROJECT SELECTION

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

- Surface Transportation Block Grant – Transportation Management Area (STBG-TMA for Boise Urbanized Area)

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

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

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

Funding Policy

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

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

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

Funding Goals

STBG-TMA (Boise Urbanized Area)

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

STBG-Urban (Nampa Urbanized Area)

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

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

** See definition of local network improvements below

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

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

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

Work may include:

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

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

COMPASS Scoring and Ranking Process

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

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

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

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

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

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

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

Projects Outside of COMPASS Administration

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

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

IV. CONGESTION MANAGEMENT PROCESS

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

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

Identifies strategies for mitigating congestion and achieving regional transportation goals and objectives. These mitigation strategies include:

- Transportation Demand Management (TDM) and active transportation
- Transportation Management and Operations (TSMO)
- Intelligent Transportation Systems (ITS)
- Transit operational improvements
- Roadway capacity improvements (when necessary)
- Freight and goods mobility

As a part of the CMP, COMPASS uses the National Performance Management Research Data Set (NPMRDS) to develop the Congestion Management Annual Report, which shows where and when congestion is occurring in the Treasure Valley. These reports are available on the [Congestion Management Process](#)¹⁷ web page. This information helps COMPASS and its member agencies prioritize projects for congested areas and select which types of congestion mitigation strategies to apply. However, the data are limited and not available for every corridor. Figure 6 shows a map of the corridors where NPMRDS data are provided, highlighting the ten most congested roadway segments in Ada and Canyon Counties for 2021.

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

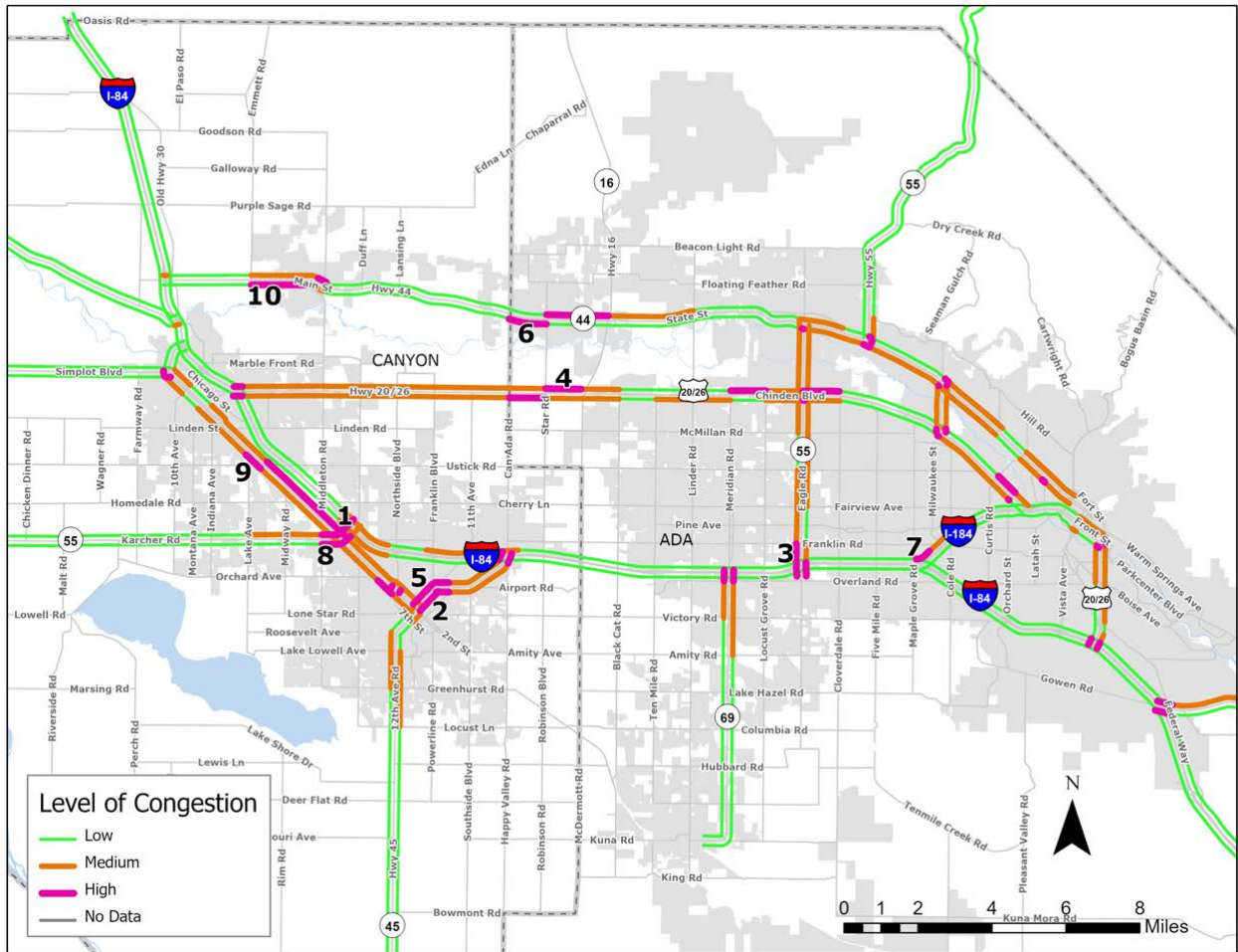


Figure 6: Top Ten Congested Tier 1 Network Segments Greater than Half a Mile (Peak period maximum, 2021)

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

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

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

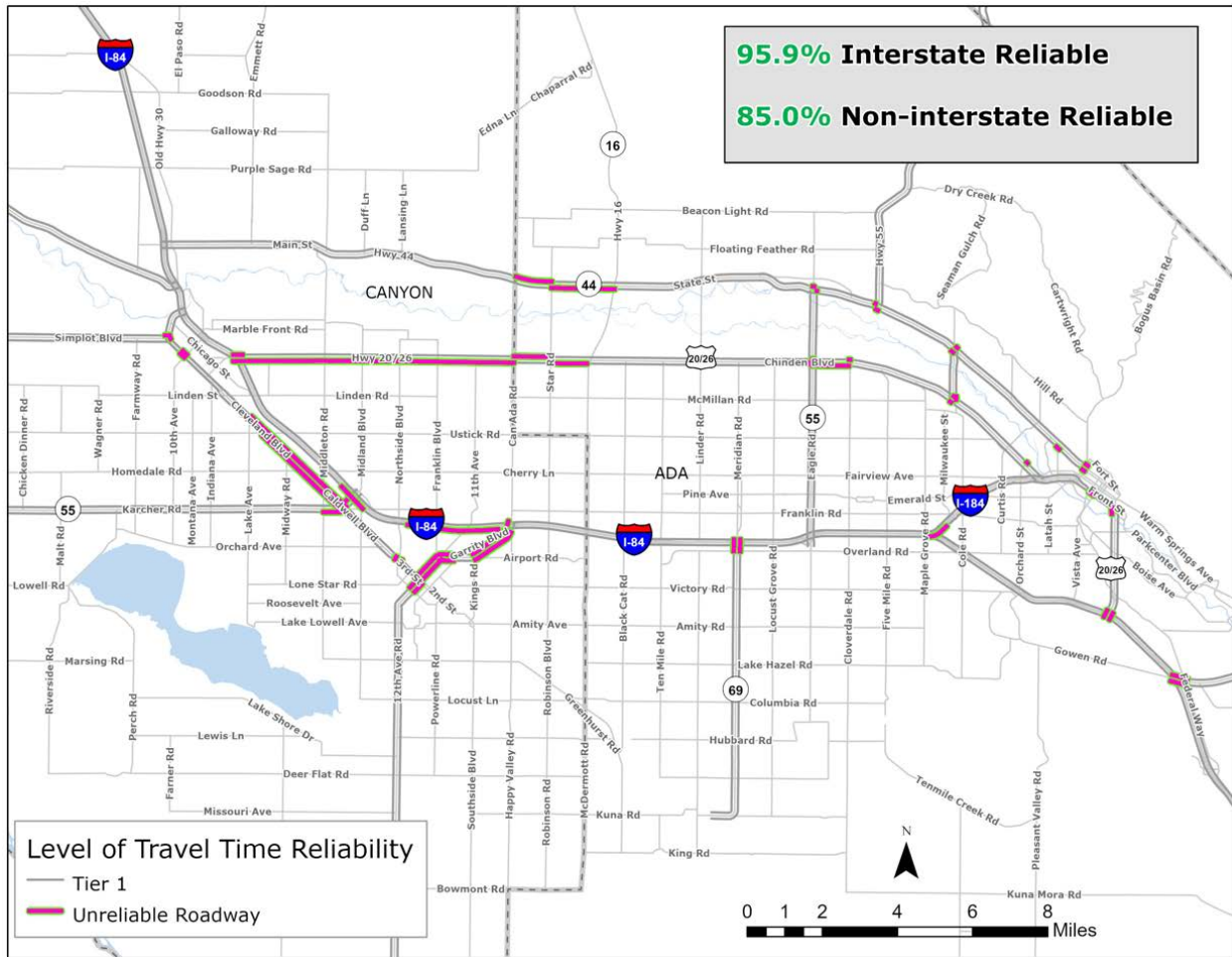


Figure 7: Level of Travel Time Reliability (2021)

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

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

ITD

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

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

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

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

Grant Anticipation Revenue Vehicle (GARVEE)

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

Transportation Expansion and Congestion Mitigation (TECM)

The Idaho Legislature also approved funding for the Transportation Expansion and Congestion Mitigation (TECM) program in 2017. This program is specifically for expansion and congestion-related projects. The TECM program was originally developed using 1% of the state's sales tax (not less than \$15 million per year). In 2019, the Idaho Legislature expanded the program to include the ability to bond against these funds for efficiency. In 2021, the Idaho Legislature increased funding levels to 4.5% of the state's sales tax (not less than \$80 million per year).

TECM funds are limited to the state highway system for projects selected by the Idaho Transportation Board to improve travel times and traffic flow and to mitigate traffic congestion. If the 4.5% in sales tax exceeds \$80 million, the amount above \$80 million is dedicated to local agencies as revenues increase and allocated through the Highway Distribution Account.

Sales Tax Anticipated Revenue (STAR)

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

Congestion Mitigation/Air Quality (CMAQ)

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

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

Local Agencies

ACHD

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

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

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



Figure 8: ACHD's Complete Street Policy

City of Nampa

According to the City of Nampa's [Transportation Master Plan](#)²², the city needs more than 141 network improvement projects through 2040, totaling \$532 million. The city's Transportation Master Plan provides a "path forward" by recommending continuous increases in city funds coupled with greater use of outside funds and

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

²⁰ ACHD IFYWP 2021-2025:

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

²¹ ACHD Master Street Map (2020):

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

²² City of Nampa Transportation Master Plan (2019):

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

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

Development Impact Fees

[ACHD](#)²³; [Canyon Highway District No. 4](#)²⁴; Canyon County; and the Cities of Middleton, [Nampa](#)²⁵, and Star use impact fee programs under [Idaho Code 67 Chapter 82](#)²⁶. The Idaho Development Impact Fee Act allows collection of fees from developers to cover the costs associated with the new developments. Existing transportation deficiencies are covered with other resources.

Current Projects in the FY2023-2029 TIP

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

²³ ACHD Impact Fees:

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

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

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

²⁶ Idaho Code 67 Chapter 82:

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

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

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

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

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

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

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

As of November 2022.

*Descriptions of acronyms are available in Appendix A.

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

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

²⁷ CMS Technical Document:

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

Additional Projects

Local Expansion for Public Transportation

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

Other Congestion-Related Projects Not Included in the TIP

The TIP does not list every project. Many projects are budgeted with local funding or may even be requirements of developers. Therefore, congestion-related improvements are much more numerous than reported in the TIP.

V. TIP ACHIEVEMENT

Each project funded in the TIP supports one or more COMPASS performance measures as identified in CIM 2040 2.0; many projects also support federally required performance measures. COMPASS identifies which performance measure(s) each project supports.

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

COMPASS Performance Measures

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

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

²⁸ COMPASS Performance Measures:
https://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Performance.pdf

Table 2: TIP Achievement Categories










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

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

Federal Performance Measures

The federal transportation authorization bills, *Infrastructure Investment and Jobs Act* emphasizes performance-based planning and programming. MPOs have the option to either create regional targets or support statewide targets. For the roadway targets, the COMPASS Board of Directors chose to assist ITD in obtaining federal targets on a statewide basis, rather than to set specific regional targets. For transit-related targets, the COMPASS Board of Directors chose to assist VRT and ITD meet targets set by their respective Boards of Directors. Table 3 shows the federal target areas and deadlines for reporting, areas with currently approved targets are highlighted in gray.

Table 3: Federal Performance Measures

| Icon | Target Area | Beginning MPO Target Deadline (updates) | Starting Reporting Deadline |
|---|--|---|-----------------------------|
|  | Safety | February 2018 (annually) | May 2018 |
|  | Transit Asset Management | October 2018 (annually) | October 2018 |
|  | Pavement Condition | November 2018 (every four years) | May 2019 |
|  | Bridge Condition | | |
|  | Level of Travel Time Reliability | November 2018 (every four years) | |
|  | Freight Movement | | |
|  | Congestion Mitigation Air Quality – Emissions | | |
|  | Public Transportation Safety | December 2020 (annually) | June 2021 |
|  | Congestion Mitigation Air Quality – Traffic Congestion | November 2022 (biennially) | May 2023 |

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

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

TIP Achievement Reporting

To further report on the support of CIM 2040 2.0 performance measures and federal performance measures, Table 4 provides an analysis of the distribution of funding and number of projects across all TIP achievement categories. A project may meet the goals of multiple performance measures. These measures are not weighted but are divided based on the number of performance measures for each project. For example, if a project meets the goals of two performance measures, 50% of the project cost is reported for each measure.

Table 4: Analysis of TIP Achievement

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

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

As of November 2022.

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

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

Active Transportation

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

There are 54 projects totaling almost \$572 million currently programmed in the TIP that include some aspect of active transportation. Many of the projects include multiple facets of transportation in one project, such as ACHD projects for pavement improvement, which include roadway rehabilitation, ramp improvements to meet the Americans with Disabilities Act (ADA) requirements, and sidewalk improvements including filling gaps in the existing sidewalk network.

Health

There are two goal subsets for active transportation. Projects that connect the user to grocery stores and public schools are considered a health benefit. These types of trips are necessary and provide benefits to the user's health and education. Eight projects are specific to the health subset, with a total of about \$49 million budgeted through FY2027.

Open Space

Connections to open spaces such as parks, rivers, and lakes, also provide health benefits, but are considered more recreational in nature. The open space subset includes projects to expand or improve a greenbelt or other connections to open spaces throughout the Treasure Valley. Six projects are specific to the open space subset, with a total of about \$36 million budgeted through FY2027.

Progress on Active Transportation

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

Table 5: Trends on the Active Transportation System

| Category | Description | Trend |
|--|---|----------------------------------|
| Walkability: public schools | Percentage of households within ½ mile walk of a school that can access the school using the walkable network | ↑ 68.01% (2021) 67.90% (2020) |
| Walkability: transit stops | Percentage of households within ½ mile walk of a transit stop that can access the stop using the walkable network | ↑ 82.03% (2021) 81.50% (2020) |
| Walkability: public parks | Percentage of households within ½ mile walk of a public park that can access the park using the walkable network | ↓ 68.52% (2021) 69.2% (2020) |
| Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways | Percentage of arterial and collector roadway that have existing bikeways as defined as a division of a road marked off with painted lines, for use by cyclists, not including sharrows or other markings within automobile lanes, or multiuse pathways that allow for bicycle travel. | ↓ 18.8% (2021) 22.5% (2019) |
| Miles of trails and pathways | Percentage of increase of the miles of trails and pathways from previous reporting period | ↓ 571.7 (2021) 577 (2019) |

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

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

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

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

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

As of November 2022.

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

Asset Management



Transit Asset Management

On August 26, 2019, the COMPASS Board of Directors adopted a position to support regional transit asset management targets for “state of good repair” as described in VRT’s [Transit Asset Management \(TAM\) Plan](#)²⁹.

On August 1, 2022, the VRT Board adopted the TAM Plan for FY2023-2026. The plan outlines the processes and tools used to perform condition assessments, investment prioritization, and target setting to improve the state of good repair of regional public transportation assets. The plan also provides an inventory and condition assessment for all assets under the responsibility of group plan participants: ACHD, Boise State University, and VRT (Table 7).

Table 7: Transit Asset Management Targets

| Asset Category | Performance Measure | FY2022 Target | FY2022 Actual | FY2023 Target |
|----------------|--|---------------|---------------|---------------|
| Rolling Stock | Age - Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB) | 24.67% | 19.82% | 24.67% |
| Equipment | | 12.70% | 29.11% | 12.70% |
| Facilities | Condition - Percent of facilities with a condition rating below 3.0 | 42.86% | 30.00% | 42.86% |

Green highlight = met FY2021 targets

Peach highlight = did not meet FY2021 target

\$32 million in vehicle and equipment replacements (and improvements) is budgeted in the FY2023-2029 TIP. VRT is conducting facility master planning that will provide additional data and cost estimates that will aid in programming the remaining in state of good repair needs. The FY2023-2029 draft TIP includes approximately \$32 million programmed between FY2023 and FY2026 (the TAM horizon period) for transit capital projects to address replacement and capital expansion needs. A list of prioritized capital improvement projects (TAM and capital enhancements), known as the Transportation Development Plan, was completed in FY2022.

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

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

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

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

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

As of November 2022.



Pavement Condition

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

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

Table 9: Pavement Conditions on the NHS and FY2022 Targets

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

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

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

Pavement condition targets aim to keep a certain percentage of pavement in good condition. It is less costly to keep roads in good condition than to repair roads in poor condition. Costs increase exponentially when more involved treatments are needed to repair them (Figure 9).

Prevention Saves Costs

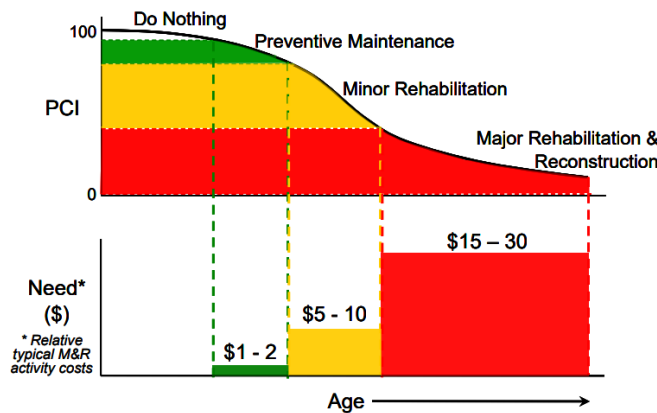


Figure 9: Pavement Asset Management Cycle, graphic from David Hein, PE, ARA, used with permission.

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

³¹ COMPASS TIP Viewer:
<https://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=b0a54a77f8d047aa9b8b479347cc0463> Contact COMPASS staff if you need assistance at 208-855-2558.

ITD and local agencies to strategically produce the best treatment for dollars available. Many projects shown in the TIP are “placeholders” for pavement management work. Since projects in the TIP start five years or more from the date they are added, the local agency selects the segments of roadway that are most appropriate for the funding when the design phase begins. Through projects in the FY2023-2029 TIP between FY2023 and FY2027, as projects beyond the first five years are “illustrative,” local agencies plan to spend:

- More than \$72 million on pavement condition improvements on local roadways
- About \$2.9 million on local NHS roadways
- As well as additional projects to maintain the existing local system with local funds (not listed in the TIP)

In addition, ITD plans to spend:

- About \$9 million on the interstate
- Almost \$62 million on pavement condition improvements on non-interstate NHS roadways.

Details of these projects can be found in Table 10.

Table 10: Projects that Improve Pavement Condition on the NHS, FY2023-2027

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

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

As of November 2022.

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

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



Bridge Condition

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide bridge condition targets established by ITD, which aim to improve or maintain a certain percentage of bridges in "good" condition and a minimum percentage of bridges in "poor" condition on the NHS (Table 11).

Table 11: Bridge Conditions and FY2022 Targets

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

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

Gray = target

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

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

Table 12: Projects that Improve Bridge Condition in the FY2023-2029 TIP

| Key Number | Project ¹ | Current Condition | Year Built | Treatment | Total Project Cost on NHS | Total Project Cost on Non-NHS |
|--------------|--|-------------------|------------|---------------|---------------------------|-------------------------------|
| 22878 | *Homedale Road, Curve Improvements, Canyon Highway District (Deer Flat North Canal Bridge) | No data | No data | Replace/Widen | | \$999,000 |
| 21967 | I-84 Bridge Repairs, City of Caldwell | | | Preservation | \$1,706,000 | |
| | Boise River | Good | 1983 | | | |
| | 10 th Avenue | Good | 1983 | | | |
| RD209-28 | *Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (includes two bridges) | No data | no data | Replace/Widen | | \$8,971,000 |
| 20536 | *Microseals, Ada and Canyon Counties (US 20/26 south of Front Street to south side of Boise River [Broadway Bridge]) | Good | 2016 | Preservation | \$3,827,000 | |
| 13494 | Old Highway 30, Plymouth Street Bridge, Caldwell | Obsolete | 1922 | New | | \$13,709,000 |
| 23879 | SH-21, Mores Creek Bridge Repair, Ada County | Fair | 1953 | Repair | \$6,550,000 | |
| 20227 | US 20/26 (Chinden), Phyllis Canal, Bridge Rehabilitation, near Meridian | Good | 1956 | Replacement | \$5,287,000 | |
| Total | | | | | \$17,370,000 | \$23,044,000 |

As of November 2022.

*Project cost includes the roadway segment.

³² COMPASS TIP Viewer:

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

Public Transportation



Operations

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

VRT staff have been working towards further improving service as outlined in [Valley Connect 2.0](#)³³.

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

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

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

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

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

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

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

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

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

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

As of November 2022.

Ridership

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

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

Safety



Roadway Safety

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

RTAC recommended updated statewide safety targets on November 20, 2019, which seek to improve upon the benchmark five-year statewide average (2013-2017) (Table 14), considering population growth trends. The COMPASS Board of Directors approved the safety targets on December 16, 2019. While the current approved FY2021 target (gray) is for the years 2015-2019, projects in the FY2023 -

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

Table 14: Idaho Statewide Safety Targets

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

*VMT = vehicle miles traveled per 100 million miles

Green highlight = meets FY2022 targets

Peach highlight = does not meet FY2022 targets

Gray = target

Projects with an emphasis on safety in the FY2023-2029 TIP are shown in Table 15. Only projects shown between FY2023 and FY2027 are included in the analysis, as projects beyond FY2027 are considered illustrative. An analysis is provided regarding how each project is expected to decrease overall crashes, as this is the finest level of analysis staff can conduct at this time. Reduction in overall crashes based on measures reported in the Crash Modification Factors (CMF) Clearinghouse will result in reduction of fatalities and serious injuries as well, which are the actual targets. (The CMF Clearinghouse contains predictive data based on studies of similar projects across the nation.) Not every safety measure has predictive data to determine changes in crash rates.

Overall, projects that emphasize safety in the FY2023-2029 TIP are projected to prevent an estimated 792 crashes in Ada and Canyon Counties. Over \$442 million is budgeted towards projects with safety benefits.

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

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

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

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

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

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

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

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

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

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

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

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

As of November 2022.

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

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

³CMF=Crash Modification Factors

⁴Based on crash history. Information is not available for every safety-related project.



Public Transportation Safety

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

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

Table 16: Valley Regional Transit Public Transportation Safety Targets

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

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

Support

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

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

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

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

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

As of November 2022.

System Performance

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

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

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

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

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

As of November 2022.

In addition to the projects above, which already have construction scheduled, there are many projects with preliminary studies or development that could lead to funding for the construction phase in the future.



Level of Travel Time Reliability

On August 20, 2018, the COMPASS Board of Directors adopted a position to support statewide level of travel time reliability targets established by ITD, which

are to improve travel time reliability on the NHS (note that this does not mean to *improve* travel times, but to improve the *consistency* of travel times) (Table 19).

Table 19: Level of Travel Time Reliability and FY2022 Targets

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

Green highlight = meets FY2022 target

Travel time reliability provides a more complete look at the on-the-ground experience for the road user than simply reporting congestion, as travel times can vary greatly day-to-day (Figure 10). Congestion on roadways and other factors, such as weather, events, or construction, often makes it difficult to predict how long it will take to travel from one destination to another. One day, it may take 20 minutes to travel from the City of Nampa to the City of Boise, and another day, it may take an hour. The overall goal of level of travel time reliability targets is to make travel times *predictable*. The intent of these targets is not necessarily to decrease the amount of time it takes to travel, although many of the projects will do just that, but to make travel times as consistent and predictable as possible.

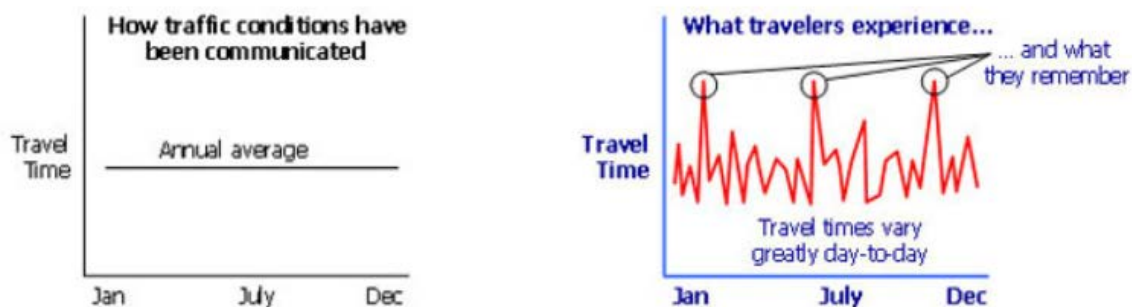


Figure 10: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure website

Level of travel time reliability is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using data from the Federal Highway Administration's NPMRDS, or an equivalent data source. Data are collected

in 15-minute segments during all time periods between 6:00 a.m. and 8:00 p.m. local time.

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

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

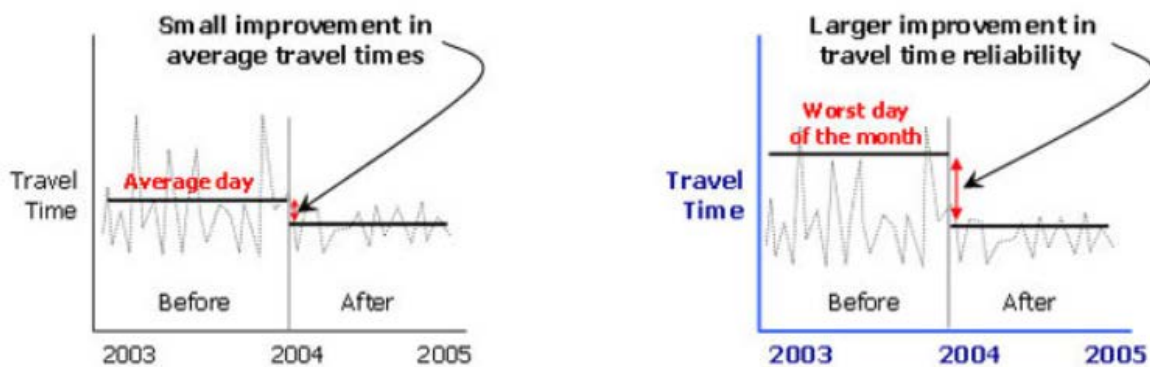


Figure 11: Sample Improvements in Average Travel Times, from FHWA's Performance Measure website

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

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

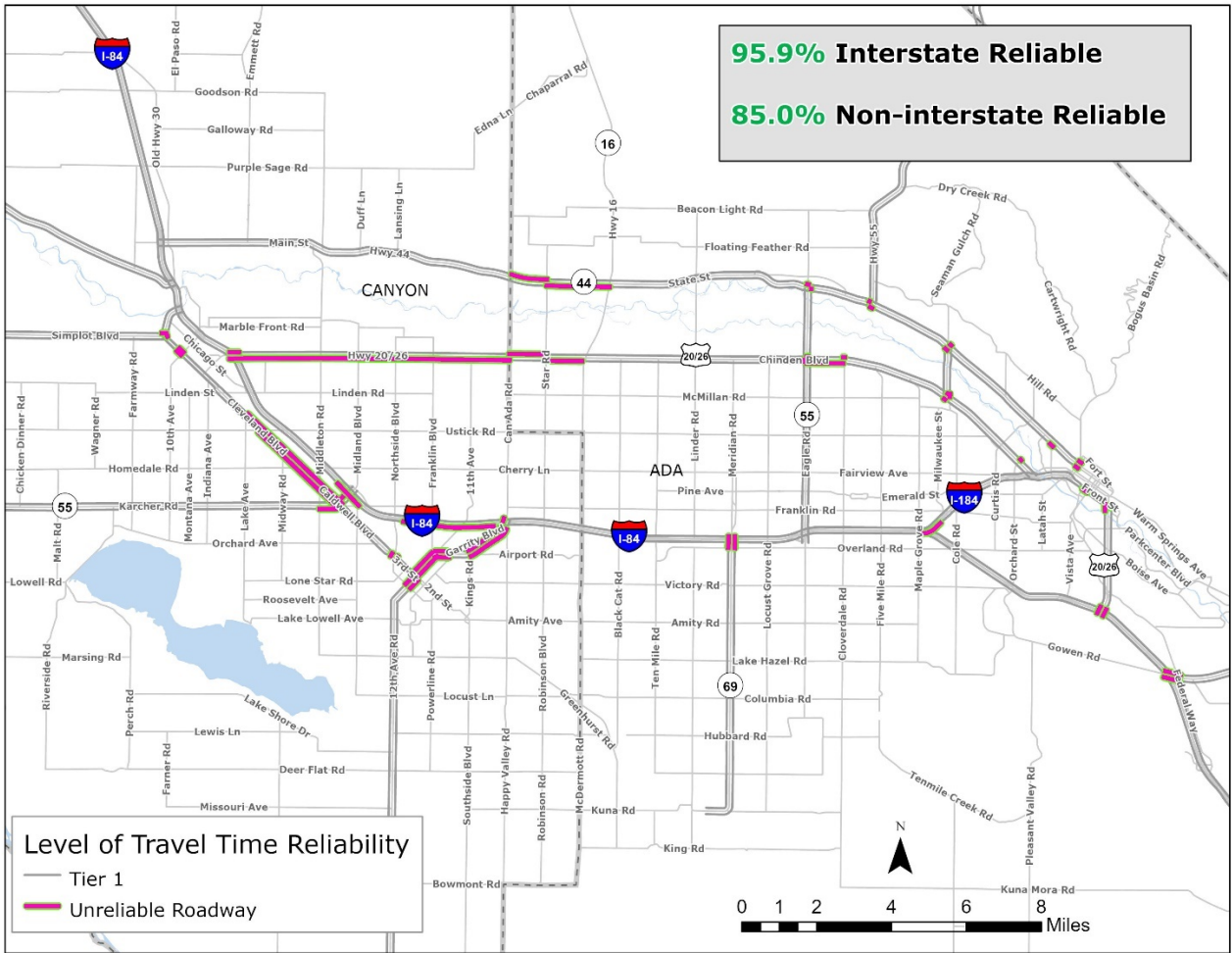


Figure 12: 2021 NHS Level of Travel Time Reliability

In the FY2023-2029 TIP, almost \$1.1 billion is budgeted for travel time reliability measures specifically on the NHS.



Truck Travel Time Reliability (Freight Movement)

On August 20, 2018, the COMPASS Board of Directors adopted a position to support freight movements through statewide level of truck travel time reliability targets established by ITD, which is to improve upon truck travel time reliability on the interstate system (note that this does not mean to *improve* travel time, but to improve the *consistency* of travel times — similar to the level of travel time reliability above, but specific to truck travel on the interstate system) (Table 20). The overall goal of truck travel time reliability is to make freight travel more predictable. Delivery of goods and services in a timely manner is important to the success of the freight industry and the industries it serves.

Table 20: Truck Travel Time Reliability and FY2022 Target

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

Green highlight = meets 2022 target
 Peach highlight = does not meet 2022 target

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

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak, midday, and afternoon peak Mondays through Fridays; weekends; and overnights for all days. The TTTR ratio is similar to the level of travel time reliability described earlier, but instead of the 80th percentile, truck travel time reliability is assessed by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The maximum TTTR is the comparative number for truck travel on the interstate. See Table 21 for an example of how the index works.

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

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

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

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

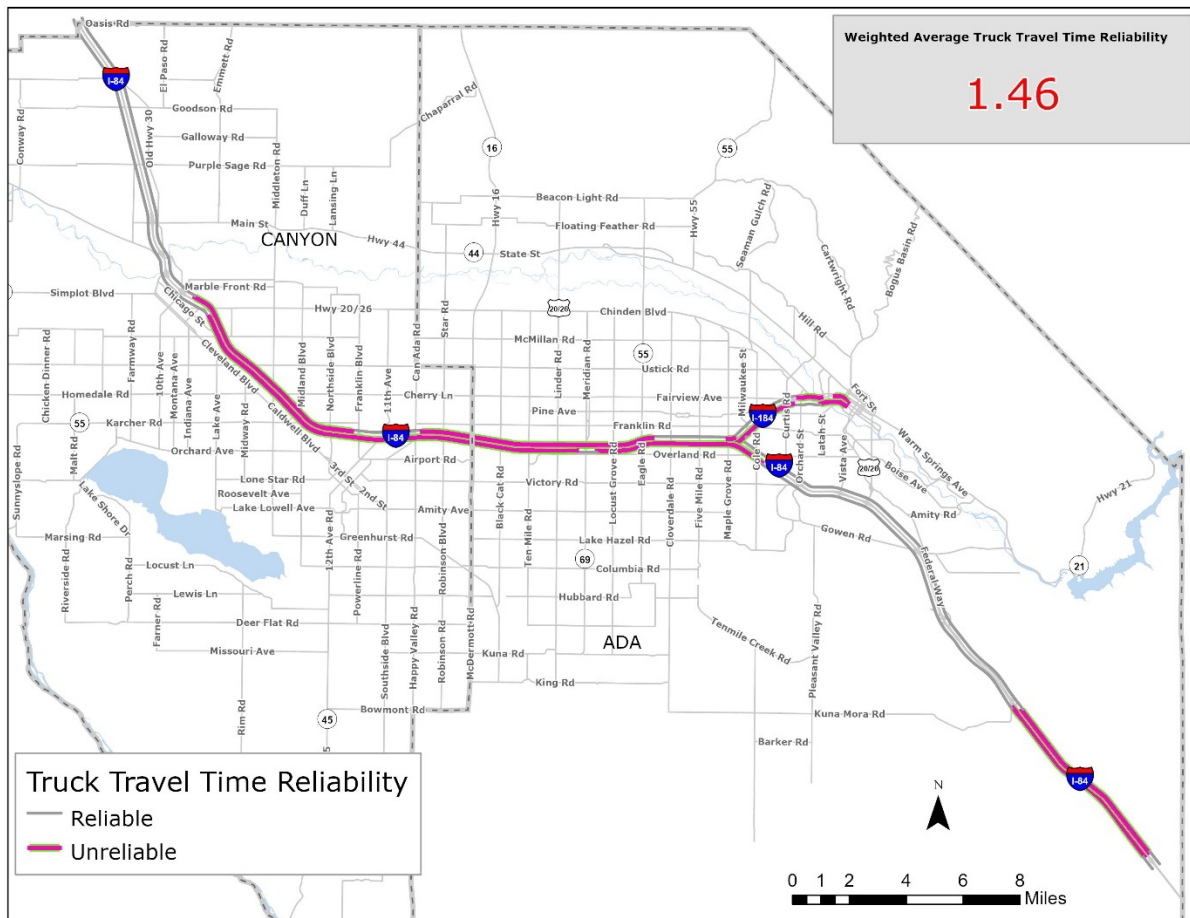


Figure 13: 2021 Truck Travel Time Reliability on the Interstate

Almost \$127 million is budgeted to improve truck travel time reliability on Interstate 84 in the FY2023-2029 TIP (Table 22). Within the funded projects, several segments currently not performing well will be widened, which is expected to increase the reliability of these segments and could possibly improve reliability on adjacent segments of the interstate as well. As these projects are completed, COMPASS will report on how truck travel times and the reliability of travel on Interstate 84 change in the [Congestion Management Annual Report](#)³⁷.

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

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

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

currently considered fair to poor in truck travel time reliability. These projects are not specifically shown in the FY2023-2029 TIP, as no funds are currently budgeted:

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

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

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

As of November 2022.



CMAQ – Emissions

On August 20, 2018, the COMPASS Board of Directors adopted a position to support the CMAQ emissions target established by ITD. The ITD target is zero, as ITD does not claim “emission reductions” when CMAQ funds are used on a project; therefore, no changes to vehicles emissions because of this funding are reported. See page 16 for more information on how CMAQ funds are used in Idaho.

VI. AIR QUALITY CONFORMITY

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

The air quality conformity demonstration finds that the projects contained in the FY2023-2029 TIP meet air quality conformity requirements for Northern Ada County.

The [Northern Ada County PM₁₀ State Implementation Plan, Maintenance Plan: Ten-Year Update](#)³⁸ contains motor vehicle emissions budgets for three pollutants: PM₁₀, oxides of nitrogen, and volatile organic compounds. Emissions budget tests, as required by 40 Code of Federal Regulations (CFR) 93.118, demonstrate conformity of the FY2023-2029 TIP. The [Northern Ada County Air Quality Maintenance Area Second 10-Year Carbon Monoxide Limited Maintenance Plan](#)³⁹ does not contain any motor vehicle emissions budgets. However, COMPASS conducts a build versus no-build carbon monoxide emissions analysis per the carbon monoxide limited maintenance plan in accordance with EPA's limited maintenance plan option.

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

VII. REGIONALLY SIGNIFICANT PROJECTS

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

40 CFR 93.101 defines a regionally significant project as:

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

VIII. LOCAL PLANNING ACTIVITIES

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

³⁸ Northern Ada County Maintenance Plan:

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

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

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

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

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

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

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

Blueprint Boise, City of Boise, November 2011.

Campus Master Plan, Boise State University, January 2016.

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

Downtown Boise Mobility Study, VRT, October 2005.

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

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

Idaho Public Transportation Plan, ITD, April 2018.

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

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

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

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

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

Treasure Valley Transportation System: Operations, Management, and ITS, March 2014.

Valley Connect 2.0, VRT, April 2018.

⁴¹ On May 17, 2013, EPA announced receipt of the maintenance plan and issued determination of adequacy of the motor vehicle emission budgets for transportation conformity purposes.

IX. FINANCIAL CONSTRAINT

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

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

A. Highway Funding Assumptions

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

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

Highway funding assumptions for individual funding sources are based on apportionment levels provided in the IIJA and from ITD forecasts of state funding levels. Actual funding levels are often not known until after the beginning of each fiscal year (October 1). Therefore, assumptions are made regarding future funding to allow uninterrupted development of projects. The following list of highway funding assumptions and guidelines was used to develop the highway funding levels shown in the TIP.

1. Federal-Aid Funding Assumptions

Program funding levels are reflective of apportionments in the IIJA. FY2027 through FY2029 funding levels are flat-lined based on FY2026 funding levels in IIJA, as IIJA expires in FY2026.

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

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

2. State Funding Assumptions

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

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

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

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

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

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

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

3. Bonding Debt Assumptions

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

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

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

Estimated debt service is approximately \$64,600,000 annually, including the original \$857,000,000 and the new \$300,000,000 legislative authorization. Approximately \$60,000,000 of the debt service are federal funds and approximately \$4,600,000 are state matching funds.

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

B. Public Transportation Funding Assumptions

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

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

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

C. Reference to MPOs

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

Financial Status of ITD Projects

The FY2023-2029 STIP provides financial data and financial constraint for ITD projects.

ITD seeks to make the best use of its resources and assets through a mixture of performance management and financing options. Idaho's transportation revenue comes from three sources. The State of Idaho receives 32.0% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 52.7% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's

Highway Distribution Account (HDA) and air-fuel tax accounts, and 15.2% from other revenues such as local match (Table 23).

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

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

Amounts in millions and rounded.

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

Table 24: ITD Highway User Revenue - FY2023

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

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

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

Amounts in millions and rounded and may not add, due to rounding.
 Based on August 2021 Forecast
 New revenue is the result of 2015 legislation (HB312)

ITD’s STIP outlines the department’s transportation revenues and expenditures for capital improvement and preservation projects from FY2023 through FY2029. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety that will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes reference to projects found in Idaho’s five MPOs’ TIPs.

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

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

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

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

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

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

* Available estimates are to be used for planning purposes only. FY2026 is last year of IIA transportation act. FY2027 and later are flat-lined at FY2026 levels.
 Funds expressed in Year-of-Expenditure Dollars assuming 2% annual inflation.
 Funding levels assume 100% Obligation Authority.

Financial Status of Project Sponsoring Entities

Roadway Jurisdictions

While local agencies with roadway jurisdiction develop their own budgets and allocate funding to transportation projects in their jurisdictions, each agency is required to report budgetary information to ITD on an annual basis through the annual "Road and Street Report." The following information is summarized from each agency's Road and Street Report to provide background budgetary information. Deferred maintenance is no longer a required element of the Roads and Streets Report.

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

Tables 26 through 28 provide FY2021 financial information from local agencies with roadway jurisdictions in Ada and Canyon Counties. Additional information is provided in Appendix C. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 26: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2021

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

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

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

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

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

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

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

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

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

Valley Regional Transit (VRT)

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

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

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

Table 29 provides VRT's FY2023 summary budget. VRT's future budget is based on historical trends and assumes continuation of funding from local jurisdictions at least at the current rate, plus an approximate 2% increase to cover inflation.

To provide more certainty to the public transportation program, VRT develops a five-year service and capital plan called the Transportation Development Plan (TDP). This plan provides more opportunities to align local funding priorities with multi-year public transportation investments.

Table 29: VRT FY2023 Budget Summary by Budget Area

**Fiscal Year 2023
Budget Summary by Budget Area**

REVENUES

Regional Overhead

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

Ada County Transportation Services

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

Canyon County Transportation Services

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

EXPENSES

Regional Overhead

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

Ada County Transportation Services

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

TOTAL \$ 12,826,577

Canyon County Transportation Services

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

TOTAL \$ 2,926,819

Specialized Transportation Services

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

Specialized Transportation Services

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

Capital Projects

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

Capital Projects

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

Grand Total Revenues, All Sources

\$ 30,213,935

Grand Total Expenses

\$ 30,213,935

General Statement of Financial Constraint

The projects programmed in this document can reasonably be funded through anticipated funding sources. The percentage of programmed funds per available funds for each year is provided in Table 30.

Table 30: Percentage of Programmed vs. Available Funds Per Year

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

Table 31 demonstrates available funding versus programmed funding for all funding sources in the COMPASS planning area. Funds in programs not managed by COMPASS are available if funds are programmed; there is not a specific budget for the COMPASS planning area for these programs. Projection of local revenues is based on assumptions of continued development and economic activities in the area. Considering these facts, it is concluded that the sponsoring agencies listed in this document are capable of providing the required local match and that the document meets the requirement of financial constraint.

Table 31: COMPASS Region Available vs. Programmed Funding

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

As of November 2022. All amounts shown in \$1,000, most including required local match and shown in year of expenditure – inflated.

*Descriptions of funding sources and definitions of abbreviations are available in Appendix A “Funding Types and Acronyms”

**PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work. Column includes projects reported as funded in FY2028 or FY2029.

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

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

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

Blue highlight = programs managed by COMPASS or VRT.

X. PROGRAM FUNDING ALLOCATIONS

The TIP is required to provide a breakdown of federal and regionally significant projects into roadway and alternative solutions. This information is in Table 32.

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

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

Table 32: Share of Project Costs Allocated by Type of Project

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

As of November 2022.

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

*Funds shown in \$1,000.

*Required match and local funds included.

APPENDIX A: FUNDING TYPES AND ACRONYMS

Provides a way to decipher transportation and federal jargon.

Funding Sources and Uses

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

Federal and state funding combined allow the state to preserve and improve the current transportation system. Table 33 provides a brief description of those funding sources.

COMPASS staff created a [funding fact sheet](#)⁴² titled *Transportation Funding Terms and Acronyms...Unraveling the Jargon*, for a more succinct version of the information below, including definitions of transportation acronyms.

The information below reflects typical use of funds and is provided to help the reader understand terms used in the TIP. It is NOT intended to set policy regarding the use of federal or state funds. Federal and state regulations provide additional details that further describe how funds can and cannot be used, and by whom. Contact COMPASS with specific questions on any funding source or type of project.

Table 33: Funding Sources and Uses

| Funding source* | What it is used for | Example | Whose can use this funding in Ada/Canyon Counties** |
|--|--|--|--|
| Bridge (Local) | Replacing or rehabilitating local (non ITD) bridges. | Fixing a current bridge or replacing an old bridge with a new one. | Local highway districts or cities |
| Coronavirus Aid, Relief, and Economic Security Act (CARES) | Projects to keep the public transportation assets and services viable through the COVID pandemic. | Operational expenses, bus replacement, increased sanitation. | Public transportation providers in the Boise and Nampa Urbanized Areas |
| Coronavirus Aid, Relief, and Economic Security Act (CARES) | Projects to keep the public transportation assets and services viable through the COVID pandemic. | Operational expenses, bus replacement, increased sanitation. | Public transportation providers in the Boise and Nampa Urbanized Areas |
| Federal Lands Access Program (FLAP) | Projects that enhance access to federal lands. Program managed by the Western Federal Lands division of the US Department of Transportation. | Improvements to Bogus Basin Road. | Any (must be associated with federal lands) |

⁴² Funding Terms Fact Sheet:

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

| Funding source* | What it is used for | Example | Whose can use this funding in Ada/Canyon Counties** |
|---------------------------------|--|--|--|
| Federal Rail Crossing (Fed RRX) | Projects that enhance transportation safety at railroad crossings using federal funds. | Rebuild railroad crossing or add crossing arms. | Any |
| FTA 5303 | FTA funding for metropolitan planning. | Funding for COMPASS to conduct regional transportation planning. | COMPASS |
| FTA 5307 LU | Planning, developing, improving, and operating public transportation services in large urban areas with populations over 200,000. | Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries. | Public transportation providers in the Boise Urbanized Area (generally, northern Ada County) |
| FTA 5307 SU | Planning, developing, improving, and operating public transportation services in small urban areas with a population between 50,000 and 200,000. | Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries. | Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County) |
| FTA 5310 LU | Public transportation services and equipment that directly benefit the elderly and people with disabilities in large urban areas with populations over 200,000. | Purchasing buses or vans for senior centers. | Public transportation providers in the Boise Urbanized Area (generally, northern Ada County) |
| FTA 5310 R | Public transportation services and equipment that directly benefit the elderly and people with disabilities in rural areas with a population less than 50,000. | Purchasing buses or vans for senior centers. | Public transportation providers outside of the Boise and Nampa Urbanized Areas |
| FTA 5310 SU | Public transportation services and equipment that directly benefit the elderly and people with disabilities in small urban areas with a population between 50,000 and 200,000. | Purchasing buses or vans for senior centers. | Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County) |
| FTA 5311 | Planning, developing, improving, and operating public transportation services in large urban areas with populations under 50,000. | Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries. | Rural public transportation providers |

| Funding source* | What it is used for | Example | Whose can use this funding in Ada/Canyon Counties** |
|---|--|--|--|
| FTA 5339 LU | Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in large urban areas with a population over 200,000. | Purchasing buses or building bus shelters. | Public transportation providers in the Boise Urbanized Area (generally, northern Ada County) |
| FTA 5339 R | Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in small urban areas with a population between 50,000 and 200,000. | Purchasing buses or building bus shelters. | Public transportation providers in rural areas (5,000 population or less) |
| FTA 5339 SU | Capital funding to replace or rehabilitate buses or bus facilities, purchase buses and related equipment, and to construct bus-related facilities in small urban areas with a population between 50,000 and 200,000. | Purchasing buses or building bus shelters. | Public transportation providers in the Nampa Urbanized Area (generally, eastern Canyon County) |
| Freight | Capital funding to improve freight movement on prioritized freight corridors. | Providing wider turning movements at an intersection. | ITD, local highway districts, or cities (but must be on prioritized freight corridor) |
| Highway Safety Improvement Program (HSIP)(Local) | A project that improves safety on locally managed roadways. | Adding safety lighting along a corridor. | Local highway districts or cities |
| House Bill 132 and House Bill 312 (HB132 and HB312) | Increased taxes for projects to keep roads and bridges in good condition. | Rehabilitating a road. | ITD (other agencies receive these funds, but they are not reported in the TIP) |
| Interstate Maintenance (IM) | A project to resurface, restore, rehabilitate, or reconstruct most routes on an Interstate System. | Replacing an interchange on I-84. | ITD |
| Local Participating | A project that is primarily federally funded, but the sponsoring agency (and/or others) pay more than the minimum required match. Thus, the local agencies are "participating" in the funding. | Any project where the sponsoring agency (and/or others) chooses to pay more than the minimum to help make the project more competitive when projects are selected for funding. | Any |
| Local (Regionally Significant) | Locally funded projects (no state or federal funds) that are included in the TIP because they meet the definition of "regionally significant." | Adding an additional traffic lane between two intersections on a major roadway, using local (not state or federal) funds. | Local highway districts or cities |

| Funding source* | What it is used for | Example | Whose can use this funding in Ada/Canyon Counties** |
|--|--|---|---|
| National Highway Performance Program (NHPP) | A project that provides support for the condition and performance of the National Highway System. | Intersection improvements at a congested intersection on a state highway. | ITD |
| Metropolitan Planning | FHWA funding for metropolitan planning. | Funding COMPASS to conduct regional transportation planning. | COMPASS |
| Private Developer | A project funded by a private developer or organization that is regionally significant. | Improvements to a major roadway or intersection, such as a principal arterial. | Private Developers |
| Sales Tax Anticipated Revenue (STAR) | Refunding money to a developer who pays for transportation improvements up front. Refunds come from anticipated sales tax generated by the new development. | Improvements funded by a developer, such as widening a road to accommodate increased traffic at a new shopping mall. | Private Developers |
| State Funds | Any project on a state-owned facility. Funds are very flexible. | Any type of road improvement, including operations, technology, planning, support projects, and limited alternative transportation. | ITD |
| State Rail Protection Account | Provides the match funds for the federal railroad crossing project, which requires 10% local match. | Improve the surface of a railroad crossing and/or add lighting and safety gates. | Local highway districts or cities |
| Surface Transportation Block Grant – Rural (STBG – R) | Mainly roadway projects in small towns and rural areas with populations under 5,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more. | Nearly any type of road construction project, including projects such as road widening or chip sealing. | Jurisdictions in areas with populations under 5,000 |
| Surface Transportation Block Grant – State (STBG – State) | Mainly roadway projects for use anywhere in the state. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, and more. | Nearly any type of road construction project, including projects such as road widening or chip sealing. | ITD |
| Surface Transportation Block Grant – Transportation Management Area (STBG – TMA) | Mainly roadway projects in urbanized areas of 200,000 or greater population. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more. | Nearly any type of road construction project, including projects such as road widening or chip sealing. | Generally jurisdictions in the Boise Urbanized Area |

| Funding source* | What it is used for | Example | Whose can use this funding in Ada/Canyon Counties** |
|--|--|---|--|
| Surface Transportation Block Grant – Urban (STBG – U) | Mainly roadway projects in urbanized areas with populations between 5,000 and 200,000. However, this funding has flexibility to fund a broad range of projects, including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more. | Nearly any type of road construction project, including projects such as road widening or chip sealing. | Jurisdictions in the Nampa Urbanized Area |
| Transportation Expansion and Congestion Mitigation (TECM) | Projects to expand the existing system to relieve congestion on state highway. | Widening a highway. | ITD |
| Transportation Alternatives Program State (TAP – State) | Projects that support “alternative” (non-motorized) transportation options anywhere in the state. | Building a walking or biking path. | Any local transportation agency, city, or county (including jurisdictions in the Boise Urbanized Area) |
| Transportation Alternatives Program – Transportation Management Area (TAP – TMA) | Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 200,000 or greater population. | Building a walking or biking path. | Generally, jurisdictions in the Boise Urbanized Area |
| Transportation Alternatives Program Urban (TAP – Urban) | Projects that support “alternative” (non-motorized) transportation options in urbanized areas of 50,000 to 200,000 population. | Building a walking or biking path. | Any local transportation agency, city, or county |

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

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

Acronyms

Table 34 provides general acronyms and terms found throughout the TIP or in discussions about projects and funding.

Table 34: General Acronyms and Terms Used in the TIP

| Acronym or Term | Definition |
|--|--|
| ACHD | Ada County Highway District; the agency responsible for all non-state roadways in Ada County. |
| ACCHD | Association of Canyon County Highway Districts |
| ADA | Americans with Disabilities Act; civil rights legislation prohibiting discrimination against persons with disabilities. |
| Boise Area / Boise Urbanized Area / Large Urban (LU) | Generally, northern Ada County, including the cities of Boise, Eagle, Garden City, and Meridian. For FHWA funding: Generally, eligible for Transportation Management Area (TMA) funds. For FTA funding: Eligible for "large urban" (LU) funds. |
| COMPASS/CPA | Community Planning Association of Southwest Idaho |
| HD | Highway district |
| Federal-aid Roadway | Road that is functionally classified as a collector or higher, making it eligible for federal funding. |
| Federal funding | Transportation funding collected by the federal government, then distributed to the states for use on both state and local transportation projects. The main purpose of the TIP is to budget federal funding. |
| Federal Highway Administration (FHWA) | An agency within the US Department of Transportation (DOT) that provides financial and technical assistance to state and local governments for the construction, maintenance, and preservation of the nation's highways, bridges, and tunnels. |
| Federal Transit Administration (FTA) | An agency within the US Department of Transportation (DOT) that provides financial and technical assistance to local public transportation systems. |
| FY | Fiscal year (refers to the federal fiscal year, which runs October 1 – September 30). |
| GARVEE | Grant Anticipation Revenue Vehicle (bonds). |
| Hwy (Highway) | Used with a funding program (e.g., State Hwy – System Support) |
| I-84 | Interstate 84. |
| IN | Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded. |
| Idaho Transportation Department (ITD) | The state agency responsible for state and national highways in Idaho, such as Interstate 84, US 20/26, and State Highway 55. ITD receives state and federal funding for transportation projects, primarily from state and federal fuel taxes and state registration fees. |
| ITS | Intelligent transportation systems: advanced technologies to improve the efficiency and safety of transportation systems. |
| Key number (KN) | A unique identification number assigned to each project in the TIP. |
| Local funding | Funding collected by local agencies, such as Ada County Highway District, for use on local projects. |
| Local match | The portion of a primarily federally funded project paid for with state or local funds. While match is required for most federally funded projects, the minimum required amount varies based on the type of funding. |
| MPO | Metropolitan planning organization (COMPASS is the MPO for Ada and Canyon Counties). |

| Acronym or Term | Definition |
|--|---|
| NAM | Part of a City of Nampa key number. Local key numbers are used when a project is regionally significant, but 100% locally funded. |
| Nampa Area / Nampa Urbanized Area / Small Urban (SU) | Generally, eastern Canyon County, including the cities of Nampa, Caldwell, and Middleton. For FHWA funding: Eligible for “urban” funds. For FTA funding: Eligible for “small urban” (SU) funds. |
| National Environmental Policy Act (NEPA) | A law that requires the assessment of the environmental effects of proposed actions prior to making decisions on federally funded projects. A “NEPA study” refers to the documentation required for compliance with NEPA. |
| PD | Preliminary Development: design may begin, but construction is not yet programmed (budgeted) in a specific year. |
| PM | Performance Measure. Refers to either of two sets of performance measures reported in the TIP: one to meet the vision of goals of the regional long-range transportation plan (<i>Communities in Motion</i>) and one that meets federal requirements. |
| ORN | OTIS reference number (temporary key number). |
| OTIS | Office of Transportation Investment Systems (Department at ITD). |
| RC | Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded. |
| RD | Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded. |
| Rural (R) | For FHWA funding: An area with less than 5,000 in population. For FTA funding: An area with less than 50,000 in population. |
| SH | State highway (e.g., SH-16). |
| SR2S | Safe Routes to School; a program to improve the health of children by enabling and encouraging them to walk and bike to school safely. |
| State funding | Transportation funding collected by the State of Idaho for use by ITD and local roadway agencies. |
| TIP | Regional Transportation Improvement Program. A seven-year budget of projects in Ada and Canyon Counties paid for with federal or state transportation dollars and/or that are “regionally significant.” |
| Transportation Management Area (TMA) | Any urbanized area over 200,000 in population. The Boise Urbanized Area (generally, northern Ada County) is the only TMA in Idaho. TMAs receive dedicated transportation funding not shared with the rest of the state. See specific policy regarding TMA funds at www.compassidaho.org/documents/prodserv/trans/TMApolicy.pdf . |
| TVT | Treasure Valley Transit, a private, non-profit public transportation company operating in rural southwest Idaho |
| Urban (U) | For FHWA funding: An area with more than 5,000 in population. For FTA funding: An area with more than 50,000 in population. |
| US | When used with a number, refers to a US highway (e.g., US-20). |
| VRT | Valley Regional Transit; the regional public transportation authority for Ada and Canyon Counties. |

APPENDIX B: TRANSIT RIDERSHIP

Provides tabular and graphical representation of transit ridership in FY2022.

Yearly Cumulative Alternative Transportation Trip Report

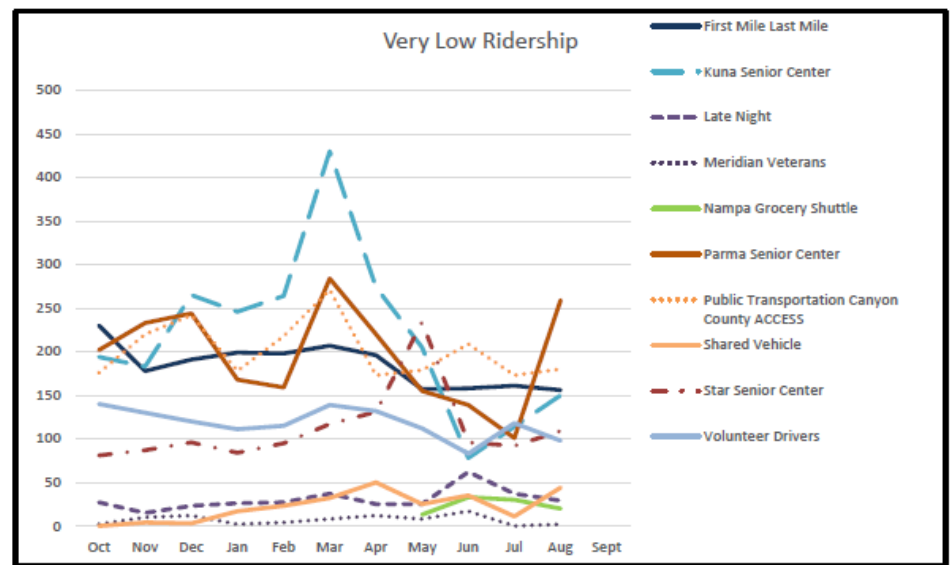
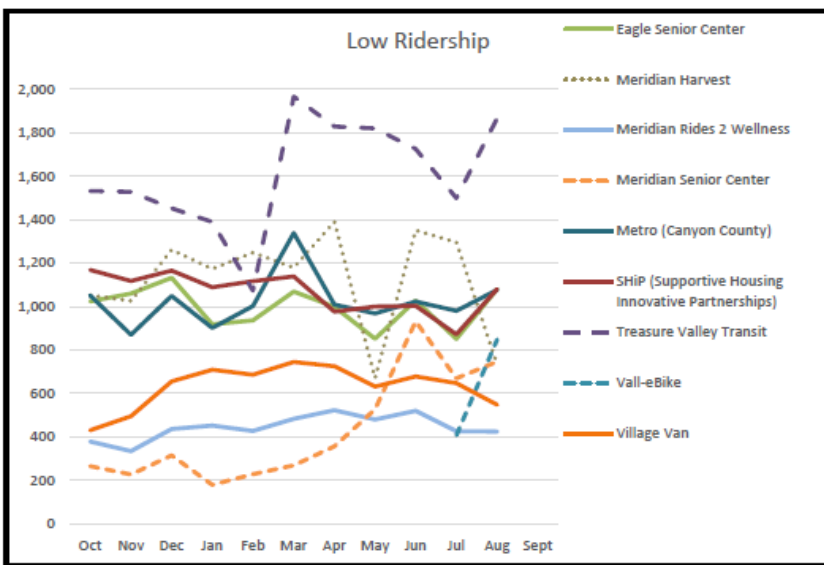
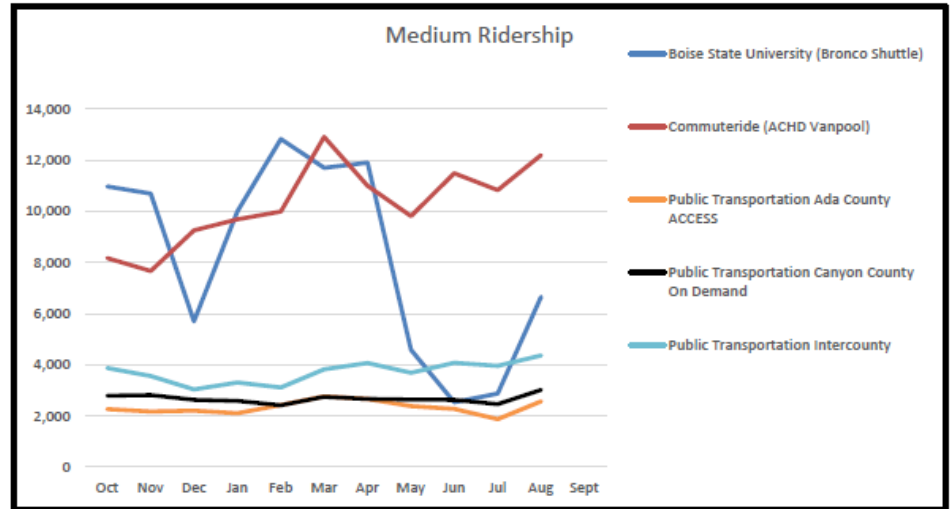
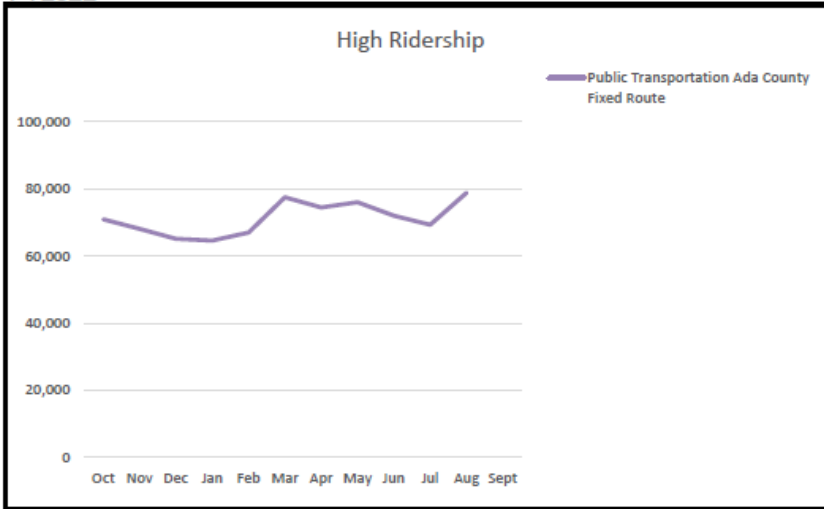
| | Black highlight = no information or not available | | | Gray highlight = Totals | | | Brown highlight = information not comparable | | | | | | Total - Jul/Aug | To Date % Change 2021-2022 |
|---|---|---------|--------|-------------------------|---------|---------|--|---------|---------|--------|---------|------|-----------------|----------------------------|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

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

| FY2021 | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sept | Total - Jul/Aug | Total Annual | Annual % Change 2020-2021 |
|---|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|-----------------|--------------|---------------------------|
| Boise State University (Bronco Shuttle) | 4,056 | 3,226 | 970 | 3,196 | 5,560 | 6,435 | 7,495 | 3,472 | 2,297 | 1,233 | 4,355 | 11,748 | 42,294 | 54,042 | -62.73% |
| Commuteride (ACHD Vanpool) | 8,166 | 7,211 | 8,757 | 9,195 | 9,094 | 10,255 | 8,775 | 7,567 | 9,035 | 8,019 | 8,829 | 8,966 | 86,074 | 103,869 | -11.97% |
| Eagle Senior Center | 701 | 653 | 600 | 652 | 636 | 720 | 782 | 880 | 1,037 | 1,085 | 1,099 | 1,096 | 8,845 | 9,941 | -8.45% |
| First Mile Last Mile | 269 | 185 | 223 | 243 | 208 | 242 | 192 | 239 | 190 | 246 | 247 | 217 | 2,484 | 2,701 | -7.97% |
| Kuna Senior Center | 157 | 176 | 116 | 87 | 126 | 135 | 134 | 134 | 205 | 156 | 169 | 137 | 1,595 | 1,732 | -12.75% |
| Late Night | 3 | 15 | 19 | 12 | 7 | 30 | 23 | 24 | 32 | 39 | 19 | 29 | 223 | 252 | -18.18% |
| Meridian Harvest | 525 | 905 | 520 | 605 | 575 | 1,062 | 1,095 | 634 | 1,073 | 630 | 1,082 | 908 | 8,706 | 9,614 | 40.97% |
| Meridian Rides 2 Wellness | 601 | 504 | 629 | 368 | 464 | 482 | 482 | 551 | 524 | 527 | 551 | 504 | 5,683 | 6,187 | -15.69% |
| Meridian Senior Center | 70 | 55 | 125 | 110 | 80 | 102 | 210 | 182 | 353 | 376 | 213 | 147 | 1,876 | 2,023 | 16.26% |
| Meridian Veterans | | | | | | | | 6 | 12 | 16 | 18 | 14 | 52 | 66 | N/A |
| Metro (Canyon County) | 1,062 | 826 | 771 | 856 | 869 | 1,032 | 940 | 817 | 912 | 1,025 | 1,201 | 798 | 10,311 | 11,109 | -22.22% |
| Pama Senior Center | 81 | 60 | 108 | 99 | 192 | 198 | 110 | 275 | 307 | 234 | 308 | 278 | 1,972 | 2,250 | -5.66% |
| Public Transportation Ada County ACCESS | 2,118 | 1,688 | 1,518 | 1,276 | 1,378 | 2,172 | 2,217 | 2,086 | 1,974 | 1,977 | 2,219 | 2,195 | 20,623 | 22,818 | -29.09% |
| Public Transportation Ada County Fixed Route | 78,572 | 65,878 | 65,463 | 59,559 | 58,129 | 65,276 | 59,444 | 66,770 | 61,062 | 60,242 | 61,791 | 70,112 | 702,184 | 772,296 | -29.52% |
| Public Transportation Canyon County On Demand | 2,430 | 1,838 | 2,057 | 2,038 | 2,409 | 2,739 | 2,582 | 2,443 | 2,606 | 2,488 | 2,159 | 2,427 | 25,789 | 28,216 | * |
| Public Transportation Canyon County ACCESS | 179 | 194 | 196 | 177 | 145 | 176 | 233 | 233 | 219 | 157 | 174 | 221 | 2,083 | 2,304 | * |
| Public Transportation Intercounty | 4,124 | 3,366 | 3,417 | 3,339 | 3,370 | 4,087 | 3,490 | 3,321 | 3,261 | 3,101 | 3,413 | 4,407 | 38,289 | 42,696 | -30.25% |
| Shared Vehicle | 69 | 21 | 28 | 38 | 56 | 61 | 46 | 32 | 33 | 33 | 36 | 0 | 455 | 455 | -91.62% |
| SHIP (Supportive Housing Innovative Partnerships) | 896 | 1,113 | 1,404 | 1,181 | 1,253 | 1,396 | 842 | 810 | 907 | 993 | 1,039 | 1,116 | 11,834 | 12,950 | 56.02% |
| Star Senior Center | 55 | 39 | 89 | 92 | 69 | 92 | 87 | 73 | 64 | 86 | 71 | 98 | 817 | 915 | -50.22% |
| Village Van | 701 | 409 | 357 | 419 | 435 | 326 | 291 | 274 | 373 | 341 | 268 | 357 | 4,194 | 4,551 | -59.84% |
| Volunteer Drivers | 238 | 158 | 184 | 154 | 166 | 192 | 231 | 176 | 224 | 169 | 176 | 166 | 2,088 | 2,234 | 21.28% |
| Total Ridership | 105,072 | 88,518 | 87,551 | 83,696 | 85,223 | 97,210 | 89,701 | 90,999 | 86,700 | 83,173 | 89,437 | 105,941 | 978,451 | 1,093,221 | -31.10% |

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

FY2022



APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA

Provides additional information about transportation agency budgets.

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

Table 35: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2017

| | Beginning Balance | Total Income | Total Disbursements | Receipts Over Disbursements | Adjustments | Closing Fund Balance | Obligated for Projects | Retained for Operations |
|--------------------------|---------------------|----------------------|----------------------|-----------------------------|--------------------|----------------------|------------------------|-------------------------|
| Highway Districts | | | | | | | | |
| ACHD | \$16,350,410 | \$110,148,015 | \$98,169,591 | \$11,978,424 | \$0 | \$28,328,834 | \$28,328,834 | \$0 |
| Canyon | \$3,608,358 | \$8,019,103 | \$5,940,872 | \$2,078,231 | (\$539,214) | \$5,147,375 | \$4,797,376 | \$350,000 |
| Golden Gate | \$550,179 | \$2,449,293 | \$2,392,335 | \$56,958 | \$0 | \$607,137 | \$557,000 | \$50,137 |
| Nampa | \$4,957,987 | \$11,291,689 | \$7,846,332 | \$3,445,357 | \$0 | \$8,403,344 | \$6,231,039 | \$2,172,305 |
| Notus-Parma | \$1,416,735 | \$2,025,653 | \$1,746,268 | \$279,385 | \$0 | \$1,696,120 | \$1,264,220 | \$431,900 |
| Cities | | | | | | | | |
| Caldwell | \$2,829,777 | \$6,589,570 | \$6,021,119 | \$568,451 | \$0 | \$3,398,228 | \$0 | \$0 |
| Greenleaf | \$88,267 | \$65,373 | \$64,386 | \$987 | \$0 | \$89,254 | \$89,254 | \$0 |
| Melba | \$60 | \$60,636 | \$43,203 | \$17,433 | \$0 | \$17,493 | \$17,450 | \$43 |
| Middleton | \$87,713 | \$1,330,947 | \$1,308,735 | \$22,212 | \$0 | \$109,925 | \$109,925 | \$0 |
| Nampa | \$10,559,898 | \$11,535,999 | \$13,535,260 | (\$1,999,261) | \$0 | \$8,560,637 | \$0 | \$0 |
| Notus | \$73,202 | \$49,243 | \$32,170 | \$17,073 | \$ | \$90,275 | \$78,275 | \$12,000 |
| Parma | \$327,768 | \$262,870 | \$211,276 | \$51,594 | \$142 | \$379,504 | \$125,000 | \$254,504 |
| Wilder | \$116,984 | \$163,496 | \$211,943 | (\$48,447) | \$0 | \$68,537 | \$68,537 | \$0 |
| Total | \$40,967,338 | \$153,991,887 | \$137,523,490 | \$16,468,397 | (\$539,072) | \$56,896,663 | \$41,666,910 | \$3,270,889 |

Source: 2017 Road and Street Report, Self-Reported, September 30, 2017.

Breakout of disbursements:

- Construction – 1.85%
- Reconstruction/General Maintenance – 57.04%
- Equipment – 11.11%
- Administration – 8.06%
- Other (property acquisition, design, etc.) – 21.94%

Table 36: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018

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

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

Breakout of disbursements:

- Construction – 1.32%
- Reconstruction/General Maintenance – 61.45%
- Equipment – 8.93%
- Administration – 6.51%
- Other (property acquisition, design, etc.) – 21.80%

Table 37: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2019

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

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

Breakout of disbursements:

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

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

| | Beginning Balance | Total Income | Total Disbursements | Receipts Over Disbursements | Adjustments | Closing Fund Balance | Obligated for Projects | Retained for Operations |
|--------------------------|---------------------|--------------------|---------------------|-----------------------------|-----------------|----------------------|------------------------|-------------------------|
| Highway Districts | | | | | | | | |
| ACHD | \$30,966,447 | 127,568,124 | 113,236,781 | 14,331,343 | | 45,297,790 | 45,297,790 | |
| Canyon HD | \$5,103,079 | 10,008,053 | 7,861,792 | 2,146,261 | (39,425) | 7,209,915 | 6,709,915 | 500,000 |
| Golden Gate HD | \$2,021,045 | 2,746,605 | 2,390,883 | 355,722 | | 2,376,767 | 2,168,766 | 208,001 |
| Nampa HD | \$9,834,821 | 13,621,303 | 11,628,092 | 1,993,210 | | 11,828,031 | 9,348,139 | 2,479,892 |
| Notus-Parma HD | \$468,574 | 2,298,820 | 1,774,759 | 524,061 | | 992,635 | 792,635 | 200,000 |
| Cities | | | | | | | | |
| Caldwell | \$6,532,747 | 8,407,241 | 8,486,108 | (78,867) | | 6,453,880 | | |
| Greenleaf | \$120,346 | 188,821 | 188,821 | 0 | | 120,346 | 120,346 | |
| Melba | | 79,824 | 78,351 | 1,473 | | 1,473 | 1,473 | |
| Middleton | | 2,353,909 | 1,562,663 | 791,246 | | 791,246 | 791,246 | |
| Nampa | \$8,693,710 | 16,203,148 | 13,767,404 | 2,435,744 | | 11,129,454 | | |
| Notus | | 153,016 | 119,194 | 33,822 | | 33,822 | 33,822 | |
| Parma | \$443,372 | 286,313 | 464,073 | (177,760) | | 265,612 | 61,500 | 204,112 |
| Wilder | \$171,931 | 142,563 | 136,753 | 5,810 | | 177,741 | 177,741 | |
| Total | \$64,356,072 | 184,057,740 | 161,695,674 | 22,362,065 | (39,425) | 86,678,712 | 65,503,373 | 3,592,005 |

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

Breakout of disbursements:

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

Tables 39 through 44 provide summarized information projecting budgeting information for FY2022 - FY2027 extrapolated from the Road and Street Reports, using a five-year average of year-to-year changes in total income and total disbursement ratios.

The projections predict that most agencies will need additional funds to cover historical levels of expenses, use reserve accounts, or remove projects in order to balance their budgets in the future. Including budget reports from FY2020, during the pandemic, may provide uncertain projection results for the future.

Table 39: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022

| | | Total Income | Total Disbursements | Receipts Over Disbursements |
|-------------------|--------------|--------------------|---------------------|-----------------------------|
| Highway Districts | ACHD | \$144,165,985.58 | \$122,561,532 | \$21,604,453 |
| | Canyon | \$12,036,653.85 | \$9,204,352 | \$2,832,301 |
| | Golden Gate | \$3,222,358.07 | \$2,604,873 | \$617,485 |
| | Nampa | \$15,579,955.94 | \$14,527,907 | \$1,052,049 |
| | Notus-Parma | \$2,617,630.37 | \$1,832,397 | \$785,234 |
| Cities | Caldwell | \$10,850,583 | \$10,534,449 | \$316,134 |
| | Greenleaf | \$350,551 | \$345,435 | \$5,116 |
| | Melba | \$69,830 | \$101,114 | (\$31,284) |
| | Middleton | \$2,529,351 | \$1,428,138 | \$1,101,213 |
| | Nampa | \$21,158,346 | \$17,672,159 | \$3,486,187 |
| | Notus | \$250,701 | \$195,287 | \$55,414 |
| | Parma | \$318,310 | \$649,620 | (\$331,310) |
| | Wilder | \$126,745 | \$140,432 | (\$13,687) |
| | Total | 213,277,001 | 181,797,695 | 31,479,306 |

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

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

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

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

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

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

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

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

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

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

Table 45 provides historical budgets for VRT.

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

| Fiscal Year | Beginning Net Position | Total Revenues | Total Expenses | Ending Net Position |
|--------------------|-------------------------------|-----------------------|-----------------------|----------------------------|
| 2017 | \$33,176,181 | \$19,155,929 | \$18,609,591 | \$33,722,519 |
| 2018 | \$33,722,519 | \$19,099,125 | \$21,259,469 | \$31,562,481 |
| 2019 | \$31,562,481 | \$18,806,417 | \$19,729,298 | \$30,639,600 |
| 2020 | \$30,639,600 | \$21,224,927 | \$21,879,801 | \$29,984,726 |
| 2021 | \$29,984,726 | \$25,400,249 | \$21,247,109 | \$34,137,866 |

Source: Valley Regional Transit Financial Statements FY2017-2021.

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

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

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

Assumptions:

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

APPENDIX D: PRIOR YEAR PROJECTS

Provides a list of projects that are still active, but no longer have budgeted funds. Projects could still need additional funding or release excess funding throughout the life of this program.

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

| Key No. | Location | Dist. | Year | Major Program | Sponsor | Project Status | Lifetime Cost |
|--|---|-------|------|-----------------------------------|-------------------------|---------------------|---------------|
| 9967 | SH 55, MARSING TO NEW MEADOWS, CORRIDOR PLAN | 3 | 2007 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 685,660.00 |
| 9968 | US 95, OR LN TO NEW MEADOWS, CORRIDOR PLAN | 3 | 2007 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 686,500.00 |
| 9969 | SH 69, KUNA TO MERIDIAN, CORRIDOR PLAN | 3 | 2009 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 293,500.00 |
| 9971 | SH 45, JCT SH 78 TO NAMPA, CORRIDOR PLAN | 3 | 2009 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 47,500.00 |
| 9972 | US 20, PARMA TO CALDWELL, CORRIDOR PLAN | 3 | 2008 | Federal-Aid, Local Road System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 105,000.00 |
| 9973 | SH 19, OR ST LN TO CALDWELL, CORRIDOR PLAN | 3 | 2008 | Federal-Aid, Local Road System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 129,340.00 |
| 10541 | STP-8423, AMITY RD; ROBINSON RD TO KINGS CORNER, NAM | 3 | 2014 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 9,336,377.35 |
| 10939 | I 84, MERIDIAN RD IC, ADA CO | 3 | 2014 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 7,163,980.56 |
| 11350 | TRANSIT, BSU BUS MTNCE FACILITY (FTA TRANSFER) | 3 | 2016 | Federal-Aid, Local Road System | BOISE STATE UNIVERSITY | Development | 543,000.00 |
| Provides for a bus maintenance facility, park and ride lot, bus storage, and bus wash off the Boise State University campus. | | | | | | | |
| 11386 | TRANSIT, BOISE URBANIZED AREA | 3 | 2012 | Federal-Aid, State Highway System | VALLEY REGIONAL TRANSIT | Development | 828,000.00 |
| 11583 | LOCAL, VRT BUS REPLACEMENT | 3 | 2012 | Federal-Aid, Local Road System | ADA COUNTY HD | Project Closed | 469,000.00 |
| 11588 | US 20, BROADWAY BR, BOISE | 3 | 2015 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 21,807,040.00 |
| 12044 | SH 55, EAGLE RD; FAIRVIEW AVE TO SH 44 | 3 | 2012 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 6,276,687.91 |
| 12046 | SH 55, INT KARCHER & MIDDLETON RDS, NAMPA | 3 | 2014 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 5,785,051.64 |
| 12048 | STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLET | 3 | 2021 | Federal-Aid, Local Road System | MIDDLETON | Awarded (or equiv.) | 4,683,000.00 |
| Construct a new 0.284 mile roadway segment linking SH-44 and Middleton Road by way of Sawtooth Lake Drive in Middleton. | | | | | | | |
| 12179 | TRANSIT, CAPITAL LEASE OR PURCHASE/MAINT, NAMPA FY1 | 3 | 2015 | Federal-Aid, State Highway System | VALLEY REGIONAL TRANSIT | Development | 180,000.00 |
| Provide vehicle lease or purchase for fixed line, demand response, and support activities, and associated equipment and maintenance in the Nampa Urbanized Area. (Federal = \$769,438.) | | | | | | | |
| 12204 | TRANSIT, TREASURE VALLEY IDAHO TRANSIT FACILITIES - F | 3 | 2012 | Federal-Aid, State Highway System | VALLEY REGIONAL TRANSIT | Project Closed | 975,000.00 |
| 12361 | SH 19, RRing EAST OF GREENLEAF | 3 | 2012 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 179,689.10 |
| 12362 | OFFSYS, PINTO RD RRX #819706P, W OF CALDWELL | 3 | 2012 | State Funded Program | CANYON HD Number 4 | Project Closed | 41,040.26 |
| 12364 | LOCAL, FY15 TRANSIT VEHICLE PURCHASE, NAMPA | 3 | 2016 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 970,000.00 |
| Provide up to six replacement vehicles in the Nampa Urbanized Area. Vehicles are currently leased. | | | | | | | |
| 12368 | STP-7403, FRANKLIN RD; BLACK CAT TO TEN MILE, ADA CO | 3 | 2016 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 12,219,732.00 |
| Widen Franklin Road from two-lane to five-lane from Black Cat Road to Ten Mile Road. Work includes curb, gutter, drainage swales, sidewalks, and bicycle facilities, and reconstructing the intersection at Franklin Road and Black Cat Road with a seven-lane | | | | | | | |
| 12383 | SH 55, INT KARCHER RD & LAKE AVE, CANYON CO | 3 | 2017 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 3,425,957.00 |
| 12916 | SH 16, INT SH 44, US 20, & LOCAL RDS | 3 | 2013 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 431,166.00 |
| 12917 | SH 16, PHYLLIS CANAL BR & SOUTH STG | 3 | 2012 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 852,514.00 |
| 13025 | SH 55, INT MIDWAY RD, NR NAMPA | 3 | 2017 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 2,930,088.00 |
| 13050 | STP-7220, STATE ST ITS, SH 16 TO 23RD, BOISE VRT | 3 | 2012 | Federal-Aid, Local Road System | ADA COUNTY HD | Development | 250,378.00 |
| 13052 | STP-7933, 21ST AVE, CLEVELAND TO CHICAGO, CALDWELL | 3 | 2016 | Federal-Aid, Local Road System | CALDWELL | Project Closed | 2,690,621.00 |
| Widen 21st Avenue from Chicago Street to Cleveland Boulevard from a two-lane to five-lane arterial. Work will include sidewalks, traffic signals, and railroad crossings. | | | | | | | |
| 13053 | LOCAL, TRANSIT - NAMPA MAINTENANCE FACILITY | 3 | 2012 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 1,305,795.00 |

Projects in Prior STIPs With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

| Key No. | Location | Dist. | Year | Major Program | Sponsor | Project Status | Lifetime Cost |
|---|---|-------|------|-----------------------------------|-------------------------|---------------------|---------------|
| 13054 | STC-7165, FARMWAY RD / HIGHWAY 44, PARMA HD #2 | 3 | 2017 | Federal-Aid, Local Road System | NOTUS-PARMA HD Number 2 | Project Closed | 2,224,162.00 |
| This project will repair a deteriorating truck bypass route by reconstructing approximately 0.62 miles of the Hwy 44 extension to Farmway Rd and improve the surface of approximately 0.87 miles of Farmway Road. It will include installation of guardrail on two concrete bridge crossings over canals. | | | | | | | |
| 13055 | NHS-7773, 10TH AVE BR, CALDWELL | 3 | 2019 | Federal-Aid, Local Road System | CALDWELL | Awarded (or equiv.) | 3,445,949.00 |
| Replace bridge on 10th Ave. over Indian Creek in Caldwell. Work includes a bicycle and pedestrian tunnel under the bridge. | | | | | | | |
| 13057 | I 84, MERIDIAN IC TO FIVE MILE RD | 3 | 2014 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 26,824,548.00 |
| 13059 | SH 44, LINDER RD TO BALLANTYNE, EAGLE | 3 | 2013 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 11,434,790.00 |
| 13349 | SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3 | 3 | 2021 | State Funded Program | PRIVATE | Development | 580,926.31 |
| Add one lane southbound from River Valley Street to Franklin Road. The project will be constructed by the developer of the Meridian Towne Center shopping center using State Tax Anticipated Revenue; project is funded by the developer. | | | | | | | |
| 13387 | SH 55, SNAKE RV BR, MARSING | 3 | 2020 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 17,969,679.42 |
| This project will replace the existing bridge at mile post 2.605 over the Snake River on Hwy-55 at Marsing. The bridge is nearing the end of its service life. Improvements include widened shoulders and added sidewalks. | | | | | | | |
| 13389 | SH 45, SNAKE RV BR, WALTERS FERRY | 3 | 2017 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 6,857,423.00 |
| This project will preserve the existing bridge over the Snake River on Hwy-45 at Walters Ferry (milepost 10.5) in Canyon County which is in critical condition due to scour, i.e., the water has flushed away the streambed to the point where some of the bridge piles are not embedded deep enough. Improvements include repairing and replacing expansion joints, scour mitigation, repair of pier walls, and a concrete overlay for the deck. | | | | | | | |
| 13463 | SH 44, JCT I 84 TO STAR | 3 | 2016 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 6,658,185.00 |
| This project will rehabilitate Hwy-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts. | | | | | | | |
| 13464 | I 84, FY17 D3 PAVEMENT STRIPING | 3 | 2017 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 1,366.77 |
| This project will re-paint pavement striping on sections of I-84 that have been deemed unsafe due to fading. Pavement markings are necessary to maintain traveler safety. | | | | | | | |
| 13476 | SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE | 3 | 2022 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 9,708,783.00 |
| This project will expand the current intersection configuration to increase capacity as well as remove all four existing free-flowing right-turn lanes. Work includes pavement widening and resurfacing, installation of raised medians, signing/striping improvements, pedestrian access, signalization, Intelligent Transportation System improvements, and localized drainage improvements. | | | | | | | |
| 13479 | LOCAL, FY17 CAPITAL MAINTENANCE, ACHD | 3 | 2017 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 7,310,006.62 |
| Supplement the local maintenance program, to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. More details can be found in ACHD's Design and Construction Review online: http://www.achdidaho.org/Projects/DCR/DCR.pdf | | | | | | | |
| 13480 | LOCAL, FY14 CAPITAL MAINTENANCE, BOISE, VRT | 3 | 2016 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 986,000.00 |
| 13481 | STP-7220, INT STATE ST & COLLISTER DR, BOISE | 3 | 2018 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 13,704,274.00 |
| Intersection improvements at State Street and Collister Drive in the City of Boise. | | | | | | | |
| 13482 | LOCAL, FY18 CAPITAL MAINTENANCE, VRT, BOISE | 3 | 2019 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 619,951.43 |
| For replacement transit bus or replacement transit facility in 2018. | | | | | | | |
| 13486 | STP-8423, COLORADO & HOLLY SIGNAL/PED IMPR, NAMPA | 3 | 2020 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 1,506,500.00 |
| Install traffic signals and pedestrian-friendly improvements at the intersection of Colorado Avenue and Holly Street in Nampa. The project is located on STP-8423 between mile points 1.299 and 1.921. | | | | | | | |
| 13489 | LOCAL, INT IMPROVEMENTS, CANYON HD #4 | 3 | 2014 | Federal-Aid, Local Road System | CANYON HD Number 4 | Project Closed | 676,423.37 |
| 13492 | SMA-7169, INT LINDER & DEER FLAT RDS, KUNA | 3 | 2020 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 4,912,225.00 |
| Improve the intersection at Linder Road and Deer Flat Road in Kuna, including curb, gutter, sidewalk, and bike lanes. The project is located on SMA-7169 at mile point 101.495. | | | | | | | |
| 13509 | LOCAL, FY13 MAINTENANCE SET ASIDE, VRT | 3 | 2013 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 669,709.00 |
| 13510 | LOCAL, FY15 CAPITAL MAINTENANCE, VRT, BOISE | 3 | 2016 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 556,000.00 |
| For replacement transit bus or replacement transit facility in FY2015. | | | | | | | |

Projects in Prior STIPs With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

| Key No. | Location | Dist. | Year | Major Program | Sponsor | Project Status | Lifetime Cost |
|---|---|-------|------|-----------------------------------|-------------------------|---------------------|---------------|
| 13511 | LOCAL, FY16 CAPITAL MAINTENANCE, VRT, BOISE | 3 | 2016 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 1,368,906.00 |
| For replacement transit bus or replacement transit facility in FY2016. | | | | | | | |
| 13902 | LOCAL, FY17 CAPITAL MAINTENANCE, VRT, BOISE | 3 | 2017 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Development | 287,000.00 |
| For replacement transit bus or replacement transit facility in FY2017 in the Boise Urbanized Area. | | | | | | | |
| 13903 | LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD | 3 | 2019 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 6,190,195.00 |
| Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Amity Rd., Enterprise St. to Production St.; Annett St., Victory Rd. to Targee St.; Boise Ave., Leadville Ave. to Gekeler Lane; Division Ave., Enterprise St., Amity Rd. to Commerce Ave.; Latah St., Overland Rd. to Alpine St.; and Fairview Ave., Locust Grove Rd. to Cloverdale Rd. | | | | | | | |
| 13906 | LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA | 3 | 2020 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 159,000.00 |
| Replace public transportation bus or facility in the Nampa Urbanized Area. | | | | | | | |
| 13912 | LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT | 3 | 2019 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 328,000.00 |
| Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School Districts. The Treasure Valley YMCA will receive pass-through funds for this project. | | | | | | | |
| 13931 | SH 45, NORTHSIDE BLVD TO GRANT ST, CANYON COUNTY | 3 | 2017 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 5,021,017.00 |
| 13941 | US 20, INT CHINDEN & LOCUST GROVE RD, ADA CO | 3 | 2017 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 1,242.15 |
| 13954 | I 84B, FY15 8 ADA RAMPS, NAMPA | 3 | 2015 | State Funded Program | NAMPA | Project Closed | 53,500.00 |
| Provides for Americans with Disabilities Act (ADA) ramp improvements at eight locations on I-84B (Garrity Boulevard) in Nampa. | | | | | | | |
| 14344 | LOCAL, S MIDLAND BLVD PEDESTRIAN SIGNAL, NAMPA | 3 | 2017 | Federal-Aid, Local Road System | NAMPA | Project Closed | 189,462.00 |
| This project will place a HAWK pedestrian-activated signal at the Wilson Pathway where it crosses Midland Boulevard. Pedestrian pre-warning signals and thermo crosswalk markings will also be installed to improve safety concerns at the intersection. | | | | | | | |
| 14363 | LOCAL, DEER FLAT BICYCLE /PEDESTRIAN PLAN, CANYON C | 3 | 2014 | Federal-Aid, Local Road System | CANYON HD Number 4 | Development | 230,000.00 |
| 18701 | LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD | 3 | 2021 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 5,243,087.00 |
| Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Fairview Avenue, Maple Grove Road to Milwaukee Road; Curtis Road, Fairview Avenue to Ustick Road; Surprise Way, Amity Road to State Highway 21; Linden Street, Broadway Avenue to Gekeler Lane; Boise Avenue, Broadway Avenue to Gekeler Lane; and Pleasant Valley Road, Hollilynn Drive to Gowen Road. | | | | | | | |
| 18728 | LOCAL, FY20 CAPITAL MAINTENANCE, ACHD | 3 | 2020 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 4,833,547.00 |
| Supplement the local maintenance program to complete work such as overlays on arterials and collectors within the Boise Urbanized Area. | | | | | | | |
| 18833 | SH 55, EAGLE RD; SIGNAL EQUIPMENT UPGRADES | 3 | 2019 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 583,000.00 |
| Completes the SH-55 (Eagle Road) corridor with adaptive signals in order to help address heavy volumes of traffic. | | | | | | | |
| 18838 | OFFSYS, MILL CR ELEM SCHOOL SR2S, GREATER MIDDLETO | 3 | 2017 | Federal-Aid, Local Road System | MISCELLANEOUS | Project Closed | 299,662.00 |
| This project includes a 12-foot pathway from Cornell Street to Mill Creek Elementary. It will cross a new bridge and connect to a pathway to Johnson Park Estates and the back entrance to Mill Creek Elementary. An eight-foot pathway will also be construct | | | | | | | |
| 18847 | LOCAL, FY19 CAPITAL MAINTENANCE, VRT | 3 | 2019 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 1,316,999.78 |
| Replace public transportation bus or facility in FY 2019 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details. | | | | | | | |
| 18905 | LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VR | 3 | 2021 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 2,496,000.00 |
| Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2021 in the Boise Urbanized Area. | | | | | | | |
| 18954 | OFFSYS, HEIGHTS ELEM SCHOOL SR2S, MIDDLETON | 3 | 2016 | Federal-Aid, Local Road System | MIDDLETON | Awarded (or equiv.) | 221,565.00 |
| This project will add missing segments of sidewalk that lead to Heights Elementary on the west side of Cemetery Road in Middleton. | | | | | | | |

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

| Key No. | Location | Dist. | Year | Major Program | Sponsor | Project Status | Lifetime Cost |
|--|--|-------|------|-----------------------------------|-------------------------|---------------------|---------------|
| 19057 | LOCAL, ROLLING STOCK, INFRASTRUCTURE AND TECHNOLO | 3 | 2020 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 2,243,747.00 |
| Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area. | | | | | | | |
| 19180 | US 20, BROADWAY BR GIRDERS, BOISE | 3 | 2015 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 3,118,590.00 |
| This project has been split out of KN 11588 to pre-order steel girder and H piles before the actual bridge contract will be in place, to stay on schedule. | | | | | | | |
| 19181 | US 20, BROADWAY BR, CHRIST CHAPEL MITIGATION | 3 | 2015 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 306,785.00 |
| The Christ Chapel Mitigation required prior to Broadway bridge construction. | | | | | | | |
| 19289 | I 84, FIVE MILE RD TO ORCHARD RD & RAMPS, BOISE | 3 | 2017 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 1,895,220.00 |
| This project will diamond grind the concrete travel lanes to restore roughness of the driving surface and address rutting on the mainline of I-84 from milepost 48.1 to milepost 51.3 including all ramps for the flying WYE and the Cole Interchange. Other improvements include partial concrete slab replacement and joint repair. | | | | | | | |
| 19303 | LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, CO | 3 | 2021 | Federal-Aid, Local Road System | COMPASS | Development | 850,000.00 |
| Collect local travel data from households and bus riders to update and recalibrate the regional travel demand model. | | | | | | | |
| 19345 | STATE, I 84 AND SH 21 BRIDGE REPAIRS | 3 | 2017 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 3,326,810.00 |
| This project will provide bridge deck preservation and preventative maintenance to the bridges, bridge approaches and guardrail in various locations throughout District 3. | | | | | | | |
| 19389 | LOCAL, FY21 COMPASS PLANNING (3) | 3 | 2020 | Federal-Aid, Local Road System | COMPASS | Project Closed | 331,000.00 |
| This project will assist COMPASS in meeting federal transportation planning responsibilities. | | | | | | | |
| 19417 | OFFSYS, FRIENDS RD RRX, GREENLEAF | 3 | 2017 | State Funded Program | GREENLEAF | Awarded (or equiv.) | 65,000.00 |
| Remove existing crossing material (Asphalt/Gravel) and Install new insulated concrete planking. Install new rail crossing signs. | | | | | | | |
| 19442 | I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS | 3 | 2019 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 3,967,123.00 |
| Rehabilitate six bridges on I-84 in Ada and Canyon Cos. at: Sand Hollow Rd. crossing, Franklin Rd., Galloway Rd, Purple Sage Rd., SH-44 (Middleton), and US-20 (Parma), as well as 5 additional bridges outside of the COMPASS Planning Area. | | | | | | | |
| 19461 | OFFSYS, ACADEMY RD BVRR RRX, GREENLEAF | 3 | 2018 | Federal-Aid, Local Road System | GREENLEAF | Awarded (or equiv.) | 60,600.00 |
| Remove existing crossing material (Asphalt/Gravel) and Install new insulated concrete planking. Install new rail crossing signs. | | | | | | | |
| 19521 | LOCAL, FY20 ACHD COMMUTERIDE | 3 | 2020 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 275,000.00 |
| This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program. | | | | | | | |
| 19571 | LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDAT | 3 | 2020 | Federal-Aid, Local Road System | COMPASS | Development | 724,509.00 |
| Major update to the regional long-range transportation plan. Includes: transportation/land use preference survey with focus groups, financial forecast assumptions review, growth scenario recalibration, public involvement, graphics and editing, and printing. | | | | | | | |
| 19627 | SH 19, ROEDEL AVE BVRR RRX, CALDWELL | 3 | 2018 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 633,000.00 |
| This project is sponsored by ITD to add cantilever signals and improve the crossing surface for the entire length of the crossing. | | | | | | | |
| 19685 | STP-7073, COLE RD; SPECTRUM TO CENTURY WAY MEDIANS | 3 | 2017 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 383,682.06 |
| This project will install a raised concrete median to replace the existing temporary median in Boise on Cole Road between Spectrum Street and S Century Way. The temporary median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median, the left turn pockets and reduce crashes. | | | | | | | |
| 19727 | US 20, MYRTLE, FRONT, BROADWAY RESURFACING, BOISE | 3 | 2017 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 3,593,591.59 |
| This project will restore the pavement on US-20 from milepost 48.13 to milepost 52.12 in downtown Boise by milling off the old surface and inlaying a new one. | | | | | | | |
| 19783 | STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND TR | 3 | 2019 | Federal-Aid, Local Road System | ADA COUNTY HD | Development | 5,378,000.00 |
| Complete safety improvements and pavement rehabilitation on Bogus Basin Rd from milepost 9 to Bogus Basin Mountain Recreation Area (MP 16.2) and add a trailhead to support recreational use of Boise National Forest lands. The purpose of this project is to improve public and federal agencies' access to the Boise National Forest. | | | | | | | |
| Anticipated improvements include a mill and overlay consisting of Superpave asphalt, new concrete curbing, guardrail/barrier extensions/replacements, additional signage, and modifying and improving drainage. In addition, the project will create a new trailhead, which will include a new ingress/egress point from Bogus Basin Rd, the parking area, and a comfort station. | | | | | | | |
| 19803 | LOCAL, BICYCLE PARKING MAIN ST STATION, VRT | 3 | 2016 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Project Closed | 49,110.00 |
| This project will purchase bike racks, bike repair equipment, security infrastructure, and tenant improvement furnishings for a secure inside bike storage. | | | | | | | |

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

| Key No. | Location | Dist. | Year | Major Program | Sponsor | Project Status | Lifetime Cost |
|--|--|-------|------|-----------------------------------|------------------------|---------------------|---------------|
| 19814 | I 84, KARCHER IC, NAMPA | 3 | 2017 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 3,352,791.10 |
| The I-84; KARCHER INTERCHANGE IMPROVEMENTS project in the City of Nampa in Canyon County will improve safety and congestion at the Karcher Interchange | | | | | | | |
| 19847 | LOCAL, FY20 CAPITAL MAINTENANCE, PH 3, ACHD | 3 | 2020 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 483,839.00 |
| Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. | | | | | | | |
| 19874 | I 84, BLACKS CR RD IC, ADA CO | 3 | 2019 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 15,116,023.00 |
| Replace the Blacks Creek Interchange at I-84 in Ada County and upgrade the ramps to meet the standards for an 80 mph speed limit. The bridge was originally built in 1962. | | | | | | | |
| 19875 | SMA-9773, N LINDER RD BVRR RRX, MERIDIAN | 3 | 2020 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 612,000.00 |
| This project will install crossing signals and gates at the North Linder railroad crossing in Meridian. The project is located on SMA-9773 at mile point 11.329. | | | | | | | |
| 19887 | LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD | 3 | 2020 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 1,742,333.00 |
| Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. | | | | | | | |
| 19920 | LOCAL, FY22 COMPASS PLANNING | 3 | 2022 | Federal-Aid, Local Road System | COMPASS | Development | 331,000.00 |
| This project will assist COMPASS in meeting federal transportation planning responsibilities. | | | | | | | |
| 19965 | SH 69, KUNA TO MERIDIAN | 3 | 2018 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 4,070,053.00 |
| The SH-69; Kuna to Meridian project located in Ada county will resurface the pavement to preserve the structural capacity of the existing roadway. Signals will be added at Lake Hazel and Hubbard Lane. | | | | | | | |
| 19993 | LOCAL, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOISE | 3 | 2022 | Federal-Aid, Local Road System | ADA COUNTY HD | PS&E (or equiv.) | 34,000.00 |
| Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment includes: Beacon Light Road, State Highway 16 to Ballentyne Lane. | | | | | | | |
| 19997 | SH 69, SIGNAL INSTALLATION AT HUBBARD & LAKE HAZEL | 3 | 2018 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 863,444.00 |
| The project is located near the city of Kuna in Ada County and will signalize two intersections at Lake Hazel Road and Hubbard road to improve safety. | | | | | | | |
| 20003 | LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD | 3 | 2019 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 2,503,759.00 |
| Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Emerald St., Cole Rd. to Orchard St.; Orchard St., Overland Rd. to Franklin Rd. (subject to change). More details can be found in ACHD's Design and Construction Review Online. | | | | | | | |
| 20046 | LOCAL, FY19 ACHD COMMUTERIDE VAN REPLACEMENTS | 3 | 2019 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 331,000.43 |
| Replace vans used in the Commuteride system in FY2019 in the Boise Urbanized Area. | | | | | | | |
| 20060 | I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL | 3 | 2021 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 1,364,540.00 |
| Seal coat the pavement surface on I-84 from the Canyon Co. border to Farmers Sebree Canal (near the Parma exit). The project will improve ride quality and extend the life of the pavement. The project is located between mile points 17.628 and 26.349. | | | | | | | |
| 20076 | OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL | 3 | 2019 | Federal-Aid, Local Road System | CALDWELL | Project Closed | 555,555.56 |
| This project will construct a nearly half-mile long 10-foot wide multiple-use asphalt and concrete pathway along Indian Creek, build two (2) pedestrian bridges Indian Creek, build a crosswalk over Simplot Blvd., and construct lighting along the entire pathway system. | | | | | | | |
| 20091 | LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD | 3 | 2019 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 611,014.00 |
| Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Cherry Lane, Shoshone St. to Broxon St.; Elder St., Owyhee St. to Vista Ave.; and Owyhee St., Elder St. to Cherry Lane (subject to change). More details can be found in ACHD's Design and Construction Review online. | | | | | | | |
| 20095 | LOCAL, BOISE STATE UNIVERSITY SECURE BIKE FACILITIES | 3 | 2018 | Federal-Aid, Local Road System | BOISE STATE UNIVERSITY | Project Closed | 125,500.00 |
| Construct a secured bike parking area for public access on the edge of the Boise State University campus. | | | | | | | |
| 20129 | LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD | 3 | 2022 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 3,367,350.00 |
| Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Warm Springs Avenue, Starcrest Drive to Starview Drive and Glacier Drive to State Highway 21; and Edna Street, Five Mile Road to Patton Avenue. | | | | | | | |
| 20141 | OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAM | 3 | 2019 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 566,524.00 |
| This project will construct approximately 633 feet of 8-foot-wide, multi-use, asphalt trail for Indian Creek Pathway. | | | | | | | |

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

| Key No. | Location | Dist. | Year | Major Program | Sponsor | Project Status | Lifetime Cost |
|--|---|-------|------|-----------------------------------|-------------------------|---------------------|---------------|
| 20143 | SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA | 3 | 2020 | Federal-Aid, Local Road System | KUNA | Awarded (or equiv.) | 2,130,494.00 |
| Extend streetscape improvements along Main Street from Avenue C to Avenue A in the City of Kuna. Improvements include road rehabilitation, crosswalks, bulb-outs (pedestrian refuges) at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. The project is located on SMA-7179 between mile points 0.87 and 1.015. | | | | | | | |
| 20159 | LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA | 3 | 2021 | Federal-Aid, Local Road System | ADA COUNTY HD | PS&E (or equiv.) | 757,570.00 |
| Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment: NW 8th Street between Pine Avenue and Cherry Lane in the City of Meridian. | | | | | | | |
| 20167 | STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA | 3 | 2019 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 613,521.00 |
| The project will install a traffic signal at the intersection of Smith Avenue and Middleton Road. The project will install crash reduction countermeasures to increase driver awareness, protect pedestrians, improve intersection efficiency and enhance vehicle safety. Improvements include a traffic signal, pedestrian facilities, street lighting, lane widening and the installation of turn lanes. | | | | | | | |
| 20173 | LOCAL, FY17/18, COMMUTER VAN REPLACEMENT, ACHD | 3 | 2017 | Federal-Aid, Local Road System | ADA COUNTY HD | Project Closed | 315,130.00 |
| 20203 | I 84, EISENMAN IC TO MP 70 AND MP 82 TO MOUNTAIN HOME | 3 | 2020 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 1,980,477.00 |
| This project located in Ada and Elmore counties will sealcoat the pavement surface to improve ride quality and extend the pavement lifespan. The project is located on I-84 between mile points 59.52 and 70.22. | | | | | | | |
| 20220 | LOCAL, FY18 COMMUTERIDE VAN REPLACEMENTS | 3 | 2018 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 306,496.87 |
| Replace vans used in the Commuteride system in the Boise Urbanized Area. | | | | | | | |
| 20225 | SH 45, DEER FLAT TO I-84B MICROSEAL, NAMPA | 3 | 2017 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Project Closed | 941,255.00 |
| Micro seal SH 45 from Deer Flat road to 3rd St in downtown Nampa. | | | | | | | |
| 20245 | LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT | 3 | 2021 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 344,305.00 |
| Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts. The Treasure Valley YMCA will receive pass-through funds for this project. | | | | | | | |
| 20249 | LOCAL, SAFETY IMPRV AT 62 INTERSECTIONS, GOLDEN GAT | 3 | 2018 | Federal-Aid, Local Road System | GOLDEN GATE HD | Project Closed | 38,646.00 |
| This project includes the following safety improvements: Install larger stop signs (30" to 36"), Install stop bars (stop bar on minor roads and short segments of centerline), Install advance warning signs (30" to 36"). | | | | | | | |
| 20260 | LOCAL, FY21 ACHD COMMUTERIDE | 3 | 2020 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 275,000.00 |
| This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program. | | | | | | | |
| 20275 | NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD | 3 | 2019 | Federal-Aid, Local Road System | ADA COUNTY HD | Project Closed | 458,386.00 |
| This project will install additional street lighting on State Street, between 16th Street and 23rd Street. The segments of the street in between the intersections are not lighted and have a higher nighttime crash rate than the lighted segments. | | | | | | | |
| 20288 | I 84, E BOISE POE LICENSE PLATE READERS, ADA COUNTY | 3 | 2017 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 815,904.00 |
| Install license plate readers on the east and west bound lanes of the Boise port of entry to allow faster truck movement through the port for trucks not compatible with weigh-in-motion technology. The project includes changeable message signs for information and direction. | | | | | | | |
| 20294 | LOCAL, INT COLE RD AND OVERLAND RD, BOISE | 3 | 2017 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 1,492,720.00 |
| Install signal-controlled right turn lanes on each leg of the Cole Rd and Overland Rd intersection in Boise and install ramps and crosswalks. | | | | | | | |
| 20315 | I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA | 3 | 2019 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Development | 13,508,064.15 |
| Expand I-84 to three lanes in each direction between the Karcher Interchange (Midland Blvd.) and Franklin Blvd. in the City of Nampa. Individual construction projects will be identified once the phasing is determined. Projects are funded using INFRA grant, with State funds used as tapered match. | | | | | | | |
| 20405 | I 84, FY22 D3 BRIDGE REPAIR | 3 | 2022 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 89,000.00 |
| The scope of the project is to preserve and maintain 18 bridges along I-84 from MP 3.21 to 89.761; 17 bridges will receive either an epoxy overlay or an HCSC (Hybrid Composite Synthetic Concrete) overlay. One bridge will have the guardrail widened to allow wider traffic to cross. | | | | | | | |
| 20428 | SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE | 3 | 2022 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 3,743,289.00 |
| The TECHNOLOGY WAY TO SURPRISE WAY, BOISE project is located on SH-21 in Ada County between Technology Way and Surprise Way. This project will widen SH-21 to include two 12-FT travel lanes, a continuous 14-FT center turn lane, and two 6-FT shoulders. The project is located between mile points 0.787 and 3.023. | | | | | | | |

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

| Key No. | Location | Dist. | Year | Major Program | Sponsor | Project Status | Lifetime Cost |
|--|--|-------|------|-----------------------------------|----------------------|---------------------|---------------|
| 20430 | STC-7821, INT N MIDDLETON RD & CORNELL ST, MIDDLETON | 3 | 2021 | Federal-Aid, Local Road System | MIDDLETON | Awarded (or equiv.) | 560,000.00 |
| The N Middleton Road & Cornell Street Roundabout project is located in the City of Middleton in Canyon County will improve this intersection with the conversion of the intersection to a mini-roundabout to reduce/eliminate serious injury crashes and fatalities. The project is located on STC-7821 at mile point 100.369. | | | | | | | |
| 20613 | SMA-8383, INT LONE STAR & MIDDLETON RD | 3 | 2020 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 2,659,220.00 |
| The Lone Star Road & Middleton Road Intersection Improvement project is located in the City of Nampa in Canyon County will improve commuter and pedestrian/bike safety and will improve traffic flow with the installation of a traffic signal and sidewalk to reduce/eliminate serious injury crashes and fatalities. The project is located on SMA-8383 between mile points 3.8 and 4.2. | | | | | | | |
| 20639 | LOCAL, FAIRVIEW AVE GREENBELT RAMP, BOISE | 3 | 2020 | Federal-Aid, Local Road System | BOISE, CITY OF | Project Closed | 215,000.00 |
| Design and construct an Americans with Disabilities Act-compliant, concrete, multi-use pathway ramp connecting the south side of the Greenbelt to the existing bike lane on Fairview Avenue in the City of Boise. A small section of block retaining wall construction is anticipated. | | | | | | | |
| 20729 | LOCAL, FY22 ACHD COMMUTERIDE | 3 | 2022 | Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 275,000.00 |
| This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program. | | | | | | | |
| 20796 | I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER | 3 | 2019 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 5,675,486.28 |
| Reconstruct and widen the eastbound and westbound shoulders on I-84 from the Karcher/Midland interchange to the Franklin interchange (MP 33.10 – 36.50) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects. | | | | | | | |
| 20797 | I 84, KARCHER OVERPASS, NAMPA | 3 | 2019 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 4,635,563.36 |
| Demolish and reconstruct the Karcher Road Overpass at I-84 MP 33.97. The existing 5-span bridge will be replaced with a 2-span bridge to allow widening of I-84. The new bridge will have two travel lanes with a shoulder on the southeast side, bike lane and sidewalk on the northwest side. The project includes minor roadway reconstruction for the approaches on each side of the bridge. | | | | | | | |
| 20798 | I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA | 3 | 2019 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 74,527,876.80 |
| Reconstruct and widen I-84 from the Northside interchange to the Franklin interchange (MP 34.26 – 35.98). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Northside and Franklin interchanges. This project includes replacement of the Mason Creek Culvert under I-84 just west of the Franklin IC with a 12' x 13' concrete box culvert; replacement of the twin I-84 over UPRR/PID bridges with one single-span concrete box beam bridge; and full reconstruction of the Northside IC. The new Northside IC will be a SPUI IC with one single-span hybrid steel girder I-84 bridge over Northside Boulevard. | | | | | | | |
| 20799 | I 84, KARCHER IC TO NORTHSIDE BLVD | 3 | 2020 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 28,549,890.77 |
| Reconstruct and widen I-84 from the Karcher/Midland interchange to the Northside interchange (MP 33.19 – MP 34.26). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Karcher and Northside interchanges. | | | | | | | |
| 20842 | SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPAS | 3 | 2019 | State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 11,240,670.00 |
| Widen Cloverdale Rd. from Camas Dr. to Trutina Ave. from two lanes to 5 lanes with curb, gutter, sidewalk, and bicycle lanes in accordance with ACHD's Capital Improvement Plan. Replace the bridge and update the structure to current standards to include 4 travel lanes, standard shoulders, and bicycle and pedestrian facilities. The bridge will have higher clearance over I-84 and be built to accommodate a future fifth lane expansion of the Interstate below. Additional details will be available on ACHD's and ITD's website soon. | | | | | | | |
| 21849 | SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO | 3 | 2022 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 457,675.00 |
| The JCT SH-78 TO DEER FLAT RD project in Canyon County will restore and rehabilitate roadway pavement by milling/inlaying SH-45 from Deer Flat Road to the junction of SH-78. This work also includes shoulder grading, patching at existing driveways that are in bad or poor condition and hydro demolition, silica fume overlay, joint replacement, concrete repair (e.g. spalling/patching), and concrete crack repair at the Mora Canal (14305). | | | | | | | |
| 21858 | US 20, SH 16 TO LINDER RD, ADA COUNTY | 3 | 2021 | State Funded Program | PRIVATE | Development | 24,810,675.00 |
| This project can be built in two Phases or a single Phase at the discretion of the Developer of the Costco shopping center using State Tax Anticipated Revenue. Phase 1; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP35.762) and the existing five lane section approximately 700ft to the west of Linder Road (MP 37.128, approximately 1.5 miles in length). Phase 2; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP 35.762) and the existing five lane section approximately 800ft to the east of State Highway 16 (MP 34.424, approximately 1.44 miles in length). | | | | | | | |
| 21864 | US 20, SH-16 TO TREE FARM WAY (PH2) | 3 | 2019 | State Funded Program | PRIVATE | Project Closed | 197.82 |
| Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way and the existing five lane section approximately 800ft to the east of State Highway 16 (approximately 1.44 miles in length). This project will be funded and constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue. | | | | | | | |
| 21906 | SH 55, PEAR LANE TO MIDDLETON RD, CANYON CO | 3 | 2019 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 2,772,100.00 |
| This project will evaluate the environmental impacts as a result of widening from two to five lanes within this corridor which extends from Sunny Slope to Middleton Rd. | | | | | | | |

Projects in Prior STIPs With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

| Key No. | Location | Dist. | Year | Major Program | Sponsor | Project Status | Lifetime Cost |
|---|---|-------|------|-----------------------------------|-------------------------|---------------------|---------------|
| 21913 | LOCAL, BSU COVERED BIKE FACILITY | 3 | 2019 | Federal-Aid, Local Road System | BOISE STATE UNIVERSITY | Project Closed | 41,500.00 |
| Construct one covered bicycle parking facility on the Boise State University campus. The covered parking shelters provide shelter from the sun, rain, and snow. | | | | | | | |
| 21968 | SH 21, MORES CR BR ASSET PLAN | 3 | 2020 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Development | 275,000.00 |
| This project will develop a Bridge Asset Management Plan for the high replacement cost Mores Creek bridge on SH-21 at milepoint 17 in Ada Co. | | | | | | | |
| 21999 | STP-8463, GREENHURST RD; SUNNYBROOK TO CANYON ST, | 3 | 2021 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 1,210,903.00 |
| Provide safety improvements on Greenhurst Rd. from Sunnybrook Rd. to Canyon St. in the City of Nampa. The project will install a traffic control signal with pedestrian crossing facilities, a pedestrian-activated flashing beacon crossing light, street lighting, and a raised median to reduce or eliminate fatal and serious injury accidents for roadway users. | | | | | | | |
| 22029 | LOCAL, FY19 CANYON CO SR2S COORDINATOR & ACTIVITIES | 3 | 2019 | Federal-Aid, Local Road System | MERIDIAN | Awarded (or equiv.) | 64,753.00 |
| This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs. | | | | | | | |
| 22030 | LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES | 3 | 2020 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 64,753.00 |
| This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs. | | | | | | | |
| 22031 | LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES | 3 | 2021 | Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 64,753.00 |
| This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs. | | | | | | | |
| 22034 | STC-8233, MIDLAND BLVD UPRR RRX, NAMPA | 3 | 2020 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 78,500.00 |
| Upgrade signals at the Midland Blvd. Union Pacific Railroad crossing. | | | | | | | |
| 22050 | LOCAL, STODDARD PATH EXT PH 1, NAMPA | 3 | 2020 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 532,783.00 |
| The Stoddard City Pathway (Iowa to Amity) project is an extension of the existing Stoddard Pathway located in Nampa, Canyon County. The current Stoddard Pathway is approximately 2-miles and connects neighborhoods to parks and schools in southeast Nampa. This extension would add approximately 1/2- mile to the paved trail starting at Iowa Avenue and ending at Amity Avenue. | | | | | | | |
| 22070 | LOCAL, STODDARD PATH EXT PH 2, NAMPA | 3 | 2020 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 539,066.00 |
| The purpose of this project is to extend the Stoddard Pathway from Amity Avenue to Sherman Avenue. The Stoddard City Pathway (Amity to Sherman) extension will provide a safe route to Sherman Elementary, which is one of Nampa's highest needs school. Students and pathway users will be able to utilize an existing crosswalk with a Rapid Flashing Beacon at the Amity Avenue crossing. The project will also tie into the proposed Stoddard City Pathway (Iowa to Amity), creating approximately 2 and 3/4 miles of continuous trail. | | | | | | | |
| 22076 | OFFSYS, GRIMES CITY PATHWAY, NAMPA | 3 | 2020 | Federal-Aid, Local Road System | NAMPA | Awarded (or equiv.) | 296,229.00 |
| This project is on the Grimes Pathway between Birch Ln. and Karcher Rd and between Franklin Rd. and 11th Ave. It is located in Nampa, Canyon County. The southern section of the project begins on Karcher Rd. and extends northeast between McDonagh Park and the railroad. The northern section of the project begins by connecting to the existing Grimes Pathway in Sunset Oaks Park and extends north to Birch Ln | | | | | | | |
| 22154 | I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON C | 3 | 2020 | State Funded Program | STATE OF IDAHO (ITD) | Development | 4,482,574.07 |
| Rebuild Middleton Rd. and Ustick Rd. overpasses at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351). | | | | | | | |
| 22180 | LOCAL, BICYCLE AND PEDESTRIAN DATA, COMPASS | 3 | 2019 | Federal-Aid, Local Road System | COMPASS | Project Closed | 7,000.00 |
| A Technology Transfer (T2) grant to purchase an electric cargo bicycle with special equipment (video camera and phone-based measurement tools) to collect pavement conditions on pathways and bicycle lanes to supplement maintenance data for these systems. | | | | | | | |
| 22258 | US 20, D3 CULVERT REPAIR | 3 | 2021 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 156,933.00 |
| This project will clean and line various culverts to preserve and maintain the roadway infrastructure. | | | | | | | |
| 22460 | SH 19, BVRR RRX, GREENLEAF | 3 | 2020 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 98,200.00 |
| This project will install cantilever gates and lights at the crossing in Greenleaf at milepost 14.24 on SH-19. The crossing# is 819698A | | | | | | | |
| 22593 | OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL | 3 | 2021 | Federal-Aid, Local Road System | LOCAL HIGHWAY TECHNICA | Awarded (or equiv.) | 2,817,772.29 |
| Replace S 4TH AVE, INDIAN CREEK BR, CALDWELL | | | | | | | |
| 22618 | I 84, MIDDLETON RD OVERPASS, CANYON CO | 3 | 2020 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 6,932,943.35 |
| Rebuild Middleton Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351). | | | | | | | |
| 22619 | I 84, USTICK RD OVERPASS, CANYON CO | 3 | 2021 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 15,582,836.00 |
| Rebuild Ustick Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351). | | | | | | | |
| 22665 | SH 55, EAGLE RD; I 84 TO SH 44, ADA CO | 3 | 2022 | Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 750,000.00 |
| The EAGLE RD; I-84 TO SH-44 project located between the cities of Meridian and Eagle will rehabilitate the roadway to improve ride quality and extend pavement life. | | | | | | | |

Projects in Prior STIPs

With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

| Key No. | Location | Dist. | Year | Major Program | Sponsor | Project Status | Lifetime Cost |
|--|---|-------|------|-----------------------------------|----------------------|---------------------|---------------|
| 22944 | LOCAL, FY22 STODDARD PATHWAY, NAMPA | 3 | 2022 | Federal-Aid, Local Road System | NAMPA | PS&E (or equiv.) | 78,000.00 |
| The Stoddard pathway (Sherman Avenue to 2nd Street South) project is an extension of the pathway adding approximately 0.3 miles to the paved trail. | | | | | | | |
| 22995 | LOCAL, BIKE IMPROVEMENTS, SIGNS & PVMT MARKINGS, AD | 3 | 2021 | Federal-Aid, Local Road System | ADA COUNTY HD | Project Closed | 46,000.00 |
| Create approximately five low-stress bicycle routes by adding wayfinding signs and pavement markings. These routes will maximize safety, provide connectivity, and support the bicycle as a viable transportation option for Ada County residents. | | | | | | | |
| 23071 | SH 45, REALIGNMENT ALTERNATIVES ANALYSIS, PEL, NAMPA | 3 | 2021 | Federal-Aid, State Highway System | NAMPA | Development | 405,000.00 |
| Complete a Planning and Environmental Linkages (PEL) review as a first step to determine possible alternatives to realign SH 45 (12th Ave South) through the city of Nampa from Sheridan Ave to 1st St South, with connections to I 84 on Northside Blvd. | | | | | | | |
| 23079 | I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA | 3 | 2021 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 3,000,000.00 |
| Reconstruct and widen eastbound and westbound shoulders on I-84 from the Franklin interchange to the Karcher interchange (MP 29.0 – 33.4) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects. | | | | | | | |
| 23081 | I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA | 3 | 2022 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 1,320,351.75 |
| Reconstruct and widen I-84 from the MP30.84 to the Karcher/Midland interchange (MP 30.84 – 33.2). The project includes widening the existing 4-lane section (2-lanes each direction) to a 6-lane section (3-lanes each direction). This project includes replacement of the Notus Canal structure just west of Ustick. | | | | | | | |
| 23270 | I 84, GALLOWAY ROAD UNDERPASS REPAIR | 3 | 2021 | State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 500,000.00 |
| On February 26, 2021, a commercial vehicle hauling a piece of equipment struck the girders over the westbound lanes. This incident damaged four of the girders. ITD Bridge Inspection has examined the structure and has determined that one of the girders must be completely replaced. | | | | | | | |
| 23389 | SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE | 3 | 2022 | State Funded Program | RAILROADS | Awarded (or equiv.) | 7,000.00 |
| Complete resurface: concrete planking, ballast, ties, rails. Split cost with RR. | | | | | | | |

APPENDIX E: LIST OF PROJECTS

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

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

FY2023-2029 Regional Transportation Improvement Program



Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars

10th Avenue ITS and Overlay, Caldwell

Regionally Significant: Inflated

Key #: 13905

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$268

Total Programmed Budget: \$2,748

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

TIP Achievement:

System Performance

NHS-LOTTR

Safety

Asset Management



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

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

2nd Street South, Safety Improvements, Nampa

Regionally Significant: Inflated

Key #: 23883

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,552

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

TIP Achievement:

Safety



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

| Funding Source | | | Program | | | | Local Match | | |
|---------------------|-------------------------|------------------------------------|------------------|-----------|--------------------------|--------------|--------------|---------------|-------------|
| HSIP (Local) | | | Local Hwy - HSIP | | | | 7.34% | | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 130 | 519 | 0 | 0 | 0 | 0 | 649 | 601 | 48 |
| 2026 | 0 | 0 | 0 | 0 | 689 | 214 | 903 | 837 | 66 |
| Fund Totals: | 130 | 519 | 0 | 0 | 689 | 214 | 1,552 | 1,438 | 114 |

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

Access to Opportunity, Boise and Garden City

Regionally Significant: Inflated

Key #: 23833

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$6,430

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

Project Description

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



| Funding Source | | RAISE | | Program | | | | Hwy - Discretionary | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|---------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 30 | 6,400 | 0 | 0 | 0 | 0 | 6,430 | 5,000 | 1,430 | | |
| Fund Totals: | 30 | 6,400 | 0 | 0 | 0 | 0 | 6,430 | 5,000 | 1,430 | | |

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

Regionally Significant: Inflated

Key #: 20841

Requesting Agency: City of Eagle

Project Year: 2023

Total Previous Allocations: \$4,377

Total Programmed Budget: \$0

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

Project Description

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



| Funding Source | | TAP-TMA | | Program | | | | Local Hwy - Transportation Alternatives | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|---|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 870 | 870 | 806 | 64 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 870 | 870 | 806 | 64 | | |

| Funding Source | | STBG-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|---------------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 581 | 581 | 538 | 43 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 581 | 581 | 538 | 43 | | |

| Funding Source | | AC (Local) | | Program | | | | Advanced Construction | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|---------------|---------------|-----------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | -1,451 | -1,451 | 0 | -1,451 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | -1,451 | -1,451 | 0 | -1,451 | | |

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

Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 23313

Active Transportation

Requesting Agency: COMPASS

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$8

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

Project Description

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



| Funding Source | | | STBG-TMA | | | | | Program | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|---------------------------------------|--|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 7 | 1 | | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 7 | 1 | | | | |

Bicycle and Pedestrian, Permanent Automated Counters, Nampa, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 23026

Active Transportation

Requesting Agency: COMPASS

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$39

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

Project Description

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



| Funding Source | | | STBG-U | | | | | Program | | Local Hwy - Urban | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|-------------------|--|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 39 | 39 | 36 | 3 | | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 39 | 39 | 36 | 3 | | | | |

Capital Maintenance, ACHD - FY2017

Regionally Significant: Inflated

TIP Achievement:

Key # : 13479

Active Transportation

Requesting Agency: ACHD

Asset Management

Project Year:

Safety

Total Previous Allocations: \$7,275

Total Programmed Budget: (\$7)

Total Cost (Prev. + Prog.): \$7,268

Project Description

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



| Funding Source | | | STBG-TMA Program | | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|------------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | -7 | 0 | -7 | -6 | -1 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | -7 | 0 | -7 | -6 | -1 | | |

Capital Maintenance, Phase 1, Boise Area – FY2021

Regionally Significant: Inflated

TIP Achievement:

Key # : 18701

Requesting Agency: ACHD

Project Year: 2021

Total Previous Allocations: \$5,243

Total Programmed Budget: \$510

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

Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Fairview Avenue, Maple Grove Road to Milwaukee Road; Curtis Road, Fairview Avenue to Ustick Road; Surprise Way, Amity Road to State Highway 21; Linden Street, Broadway Avenue to Gekeler Lane; Boise Avenue, Broadway Avenue to Gekeler Lane; and Pleasant Valley Road, Hollilynn Drive to Gowen Road.



| Funding Source | | | STBG-TMA Program | | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|------------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 90 | 420 | 510 | 473 | 37 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 90 | 420 | 510 | 473 | 37 | | |

Capital Maintenance, Phase 2, Boise Area - FY2019

Regionally Significant: Inflated

TIP Achievement:

Key # : 20003

Asset Management

Requesting Agency: ACHD

Project Year: 2019

Total Previous Allocations: \$2,303

Total Programmed Budget: \$2

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

Project Description

Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on Emerald Street, Cole Road to Orchard Street; Orchard Street, Overland Road to Franklin Road (subject to change).



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

Capital Maintenance, Phase 2, Boise Area - FY2020

Regionally Significant: Inflated

TIP Achievement:

Key # : 19887

Active Transportation

Requesting Agency: ACHD

Asset Management

Project Year: 2022

Safety

Total Previous Allocations: \$1,475

Total Programmed Budget: \$0

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

Project Description

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



| Funding Source | | STBG-TMA | | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | -1 | 0 | 0 | 0 | -28 | 29 | 0 | 0 | 0 | | |
| Fund Totals: | -1 | 0 | 0 | 0 | -28 | 29 | 0 | 0 | 0 | | |

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

Capital Maintenance, Phase 3, Boise Area - FY2019

Regionally Significant: Inflated

Key #: 20091

Requesting Agency: ACHD

Project Year: 2022

Total Previous Allocations: \$771

Total Programmed Budget: \$10

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

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

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

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

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

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

| Funding Source | | STBG-TMA | | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | -18 | 28 | 10 | 9 | 1 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | -18 | 28 | 10 | 9 | 1 | | |

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

Capital Maintenance, Phase 3, Boise Area – FY2021

Regionally Significant: Inflated

Key #: 20159

Requesting Agency: ACHD

Project Year: 2021

Total Previous Allocations: \$787

Total Programmed Budget: (\$83)

Total Cost (Prev. + Prog.): \$704

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

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

| Funding Source | | Local Participating | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|----------------------------------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 |

| Funding Source | | STBG-TMA | | Program Local Hwy - Transportation Management | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|---|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | -85 | -85 | -79 | -6 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | -85 | -85 | -79 | -6 |

Centennial Way Roundabout, Caldwell

Regionally Significant: Inflated

Key #: 13484

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$428

Total Programmed Budget: \$4,090

Total Cost (Prev. + Prog.): \$4,518

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

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

| Funding Source | | NHPP | | Program State Hwy - Safety & Capacity (Capacity) | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|--|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 102 | 0 | 0 | 0 | 0 | 102 | 95 | 7 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 662 | 662 | 613 | 49 |
| Fund Totals: | 0 | 102 | 0 | 0 | 0 | 662 | 764 | 708 | 56 |

| Funding Source | | STBG-U | | Program Local Hwy - Urban | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|---------------------------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 6 | -6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2026 | 0 | 0 | 0 | 0 | 532 | 2,794 | 3,326 | 3,082 | 244 |
| Fund Totals: | 6 | -6 | 0 | 0 | 532 | 2,794 | 3,326 | 3,082 | 244 |

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

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

Regionally Significant: Inflated

Key #: 22438

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$171

Total Programmed Budget: \$1,914

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

TIP Achievement:

Open Space

Health

Safety

Active Transportation

Asset Management



Project Description

Rebuild Cherry Lane between 11th Avenue North and Idaho Center Boulevard in the City of Nampa. Work includes wider shoulders for pedestrian and bicycle safety and intersection improvements.

| Funding Source | | STBG-U | | Program | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| PD | 0 | 0 | 0 | 0 | 224 | 1,690 | 1,914 | 1,774 | 140 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 224 | 1,690 | 1,914 | 1,774 | 140 | |

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

Regionally Significant: Inflated

Key #: 22017

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$330

Total Programmed Budget: \$1,874

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

TIP Achievement:

Open Space

Health

Safety

Active Transportation

Asset Management



Project Description

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

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

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

Commuteride, ACHD – FY2023

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 22015 Public Transportation

Requesting Agency: ACHD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$220
 Total Cost (Prev. + Prog.): \$220

| | |
|------|-------------|
| | |
| ACHD | COMMUTERIDE |
| | |

Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas.

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match 0.00% | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | 220 | 220 | 220 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 220 | 220 | 220 | 0 |

Commuteride, ACHD – FY2024

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 22436 Public Transportation

Requesting Agency: ACHD
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$280
 Total Cost (Prev. + Prog.): \$280

| | |
|------|-------------|
| | |
| ACHD | COMMUTERIDE |
| | |

Project Description

Continue and improve coordination and marketing efforts in support of the ACHD Commuteride vanpool program. Commuteride is a third-party vanpool program in a multi-county area. These funds help coordinate and market the Vanpool program in the Boise and Nampa Urban Areas, including the cities of Boise, Garden City, Eagle, Meridian, Nampa, and Caldwell. Eligible rides must originate, terminate, or go through Ada County.

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match 0.00% | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 224 | 224 | 224 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 224 | 224 | 224 | 0 |

| Funding Source STBG-U | | | Program Local Hwy - Urban | | | | | Local Match 0.00% | |
|-----------------------|-------------------------|------------------------------------|---------------------------|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 56 | 56 | 56 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 56 | 56 | 56 | 0 |

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

Commuteride, ACHD – FY2025/FY2026

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 22386 Public Transportation

Requesting Agency: ACHD
 Project Year: 2025
 Total Previous Allocations: \$0
 Total Programmed Budget: \$343
 Total Cost (Prev. + Prog.): \$343

| | |
|------|-------------|
| | |
| ACHD | COMMUTERIDE |
| | |

Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas. Funds in the Nampa Urbanized Area are for FY2025 and FY2026. Funds in the Boise Urbanized Area are for FY2025.

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | Local Match 0.00% | | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 0 | 229 | 229 | 229 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 229 | 229 | 229 | 0 |

| Funding Source STBG-U | | | Program Local Hwy - Urban | | | | Local Match 0.00% | | |
|-----------------------|-------------------------|------------------------------------|---------------------------|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 0 | 114 | 114 | 114 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 114 | 114 | 114 | 0 |

Commuteride, ACHD – FY2026

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 22738 Public Transportation

Requesting Agency: ACHD
 Project Year: 2026
 Total Previous Allocations: \$0
 Total Programmed Budget: \$233
 Total Cost (Prev. + Prog.): \$233

| | |
|------|-------------|
| | |
| ACHD | COMMUTERIDE |
| | |

Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas.

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | Local Match 0.00% | | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 0 | 0 | 0 | 0 | 233 | 233 | 233 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 233 | 233 | 233 | 0 |

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

Commuteride, ACHD – FY2027

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23328 Public Transportation
 Requesting Agency: ACHD
 Project Year: 2027
 Total Previous Allocations: \$0
 Total Programmed Budget: \$298
 Total Cost (Prev. + Prog.): \$298

| | |
|------|-------------|
| | |
| ACHD | COMMUTERIDE |
| | |

Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas.

| Funding Source | | STBG-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 238 | 238 | 238 | 0 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 238 | 238 | 238 | 0 | | |

| Funding Source | | STBG-U | | Program | | | | Local Hwy - Urban | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 60 | 0 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 60 | 0 | | |

Commuteride, ACHD – FY2028

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23679 Public Transportation
 Requesting Agency: ACHD
 Project Year: 2028
 Total Previous Allocations: \$0
 Total Programmed Budget: \$243
 Total Cost (Prev. + Prog.): \$243

| | |
|------|-------------|
| | |
| ACHD | COMMUTERIDE |
| | |

Project Description

Continue and improve rideshare program and marketing. Operate a third-party vanpool program in multi-county area and coordinate vanpools in the Boise and Nampa Urbanized Areas.

| Funding Source | | STBG-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2028 | 0 | 0 | 0 | 0 | 0 | 243 | 243 | 243 | 0 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 243 | 243 | 243 | 0 | | |

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

Commuteride, ACHD – FY2029

Regionally Significant: Inflated

TIP Achievement:

Key #: 23680

Public Transportation

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$248

Total Cost (Prev. + Prog.): \$248

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 Urbanized Area.



| Funding Source | | | STBG-TMA | | | | | Program | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|---------------------------------------|--|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2029 | 0 | 0 | 0 | 0 | 0 | 248 | 248 | 248 | 0 | | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 248 | 248 | 248 | 0 | | | | |

Commuteride, Safety and Security Cameras, Ada County

Regionally Significant: Inflated

TIP Achievement:

Key #: 23314

Safety

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$48

Total Cost (Prev. + Prog.): \$48

Project Description

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



| Funding Source | | | STBG-TMA | | | | | Program | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|---------------------------------------|--|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 44 | 4 | | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 44 | 4 | | | | |

Cost Increase Set-Aside

Regionally Significant: Inflated

TIP Achievement:

Key # : 15001

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,799

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

Project Description

Set-aside for cost increases. Funds currently unprogrammed.



| Funding Source | | 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 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 442 | 442 | 410 | 32 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 25 | 25 | 23 | 2 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 109 | 109 | 101 | 8 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 576 | 576 | 534 | 42 |

| Funding Source | | Program | | | | | | Local Match | |
|---------------------|-------------------------|---------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| STBG-TMA | | Local Hwy - Transportation Management | | | | | | 7.34% | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 0 | 420 | 420 | 389 | 31 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 264 | 264 | 245 | 19 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 539 | 539 | 499 | 40 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,223 | 1,223 | 1,133 | 90 |

Eagle Road, Lake Hazel Road to Amity Road, Meridian

Regionally Significant: Inflated

TIP Achievement:

Key # : RD216-04

Health

Requesting Agency: ACHD

Safety

Project Year: 2024

Active Transportation

Total Previous Allocations: \$610

Total Programmed Budget: \$6,135

System Performance

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

Project Description

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



| Funding Source | | Program | | | | | | Local Match | |
|--------------------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| Local (Regionally Significant) | | Hwy - Local Partnerships | | | | | | 100.00% | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 20 | 750 | 0 | 0 | 0 | 770 | 0 | 770 |
| 2024 | 0 | 0 | 0 | 133 | 66 | 5,166 | 5,365 | 0 | 5,365 |
| Fund Totals: | 0 | 20 | 750 | 133 | 66 | 5,166 | 6,135 | 0 | 6,135 |

Emerald Street, Camelot Drive to Raymond Street and Bridge Replacement, Bois

Regionally Significant: Inflated

Key #: 24383

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$9,050

Total Cost (Prev. + Prog.): \$9,050

TIP Achievement:

Active Transportation

Asset Management

Bridge



Project Description

Replace the Emerald Street bridge over Interstate 184 in the City of Boise. Road work will occur between Camelot Drive and Raymond Street and will include enhanced pedestrian facilities on both sides of the roadway. This project is partially unfunded.

| Funding Source | | Non-Participating (Local) | | | Program | | | Hwy - Local Partnerships | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|--------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 300 | 0 | 0 | 0 | 0 | 300 | 0 | 300 | | |
| 2025 | 0 | 300 | 500 | 0 | 0 | 0 | 800 | 0 | 800 | | |
| 2026 | 0 | 0 | 500 | 0 | 0 | 0 | 500 | 0 | 500 | | |
| PD | 0 | 0 | 0 | 0 | 150 | 7,300 | 7,450 | 0 | 7,450 | | |
| Fund Totals: | 0 | 600 | 1,000 | 0 | 150 | 7,300 | 9,050 | 0 | 9,050 | | |

| Funding Source | | Local Participating | | | Program | | | Hwy - Local Partnerships | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|--------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 300 | 0 | 0 | 0 | 0 | 300 | 0 | 300 | | |
| 2025 | 500 | 300 | 0 | 0 | 0 | 0 | 800 | 0 | 800 | | |
| 2026 | 500 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 500 | | |
| PD | 0 | 0 | 0 | 0 | 150 | 7,300 | 7,450 | 0 | 7,450 | | |
| Fund Totals: | 1,000 | 600 | 0 | 0 | 150 | 7,300 | 9,050 | 0 | 9,050 | | |

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

Regionally Significant: Inflated

Key #: RC0133

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$600

Total Programmed Budget: \$4,700

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

TIP Achievement:

NHS-LOTTR

Open Space

Health

Safety

Active Transportation



Widen Fairview Avenue from Locust Grove Road to State Highway 55 (Eagle Road) to seven lanes in the City of Meridian. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.

| Funding Source | | Local (Regionally Significant) | | | Program | | | Hwy - Local Partnerships | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|--------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 10 | 500 | 0 | 0 | 0 | 510 | 0 | 510 | | |
| 2025 | 0 | 0 | 80 | 0 | 40 | 4,070 | 4,190 | 0 | 4,190 | | |
| Fund Totals: | 0 | 10 | 580 | 0 | 40 | 4,070 | 4,700 | 0 | 4,700 | | |

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

Fairview Avenue, North Garden to Whitewater Park and Bridge Replacement, Bo

Regionally Significant:

Inflated

TIP Achievement:

Active Transportation

Asset Management

Key # : 24382

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$8,602

Total Cost (Prev. + Prog.): \$8,602

Project Description

Remove and replace the existing Fairview Avenue bridges over the Boise River in the City of Boise. Road work will occur from North Garden Street to Whitewater Park Boulevard, and includes accommodation of up to four travel lanes for vehicle traffic and facilities for low-stress bicycle and pedestrian travel with connections to the Greenbelt.



| Cost Year* | Local Participating | | Program | | | | Total | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|---------------------|--------------|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | | Federal Share | Local Share |
| 2024 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| 2025 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| 2026 | 0 | 490 | 2 | 0 | 0 | 0 | 492 | 0 | 492 |
| 2027 | 0 | 210 | 0 | 0 | 0 | 0 | 210 | 0 | 210 |
| PD | 0 | 0 | 0 | 0 | 0 | 7,500 | 7,500 | 0 | 7,500 |
| Fund Totals: | 400 | 700 | 2 | 0 | 0 | 7,500 | 8,602 | 0 | 8,602 |

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

Five Mile Road Overpass and Widening, Boise

Regionally Significant: Inflated

TIP Achievement:

Key #: 23095

Safety

Requesting Agency: ACHD

Health

Project Year: 2022-2025

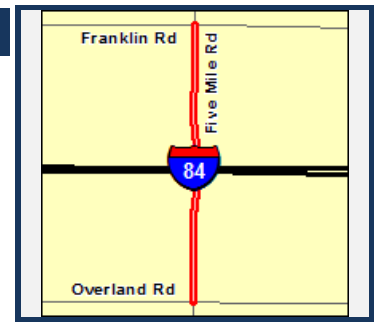
Active Transportation

Total Previous Allocations: \$2,028

System Performance

Total Programmed Budget: \$3,048

Total Cost (Prev. + Prog.): \$5,076



Project Description

Widen the Five Mile Road overpass over Interstate 84, including widening the bridge from two lanes to four lanes, widening Five Mile Road from two lanes to five lanes from just north of Overland Road to Franklin Road in the City of Boise, and adding curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway.

| Funding Source | | IM | | | | | | Program State Hwy - Bridge Restoration | | | Local Match 7.73% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|--|-------------|--|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | -400 | 0 | 0 | 0 | 0 | -400 | -369 | -31 | | | |
| 2024 | 200 | 400 | 0 | 0 | 0 | 0 | 600 | 554 | 46 | | | |
| Fund Totals: | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 185 | 15 | | | |

| Funding Source | | State | | | | | | Program State Hwy - Bridge Restoration | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|--|-------------|--|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | 400 | 0 | 0 | 0 | 0 | 400 | 0 | 400 | | | |
| Fund Totals: | 0 | 400 | 0 | 0 | 0 | 0 | 400 | 0 | 400 | | | |

| Funding Source | | Local Participating | | | | | | Program Hwy - Local Partnerships | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|----------------------------------|--------------|--|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2024 | 0 | 0 | 1,083 | 0 | 0 | 0 | 1,083 | 0 | 1,083 | | | |
| 2025 | 0 | 0 | 1,141 | 0 | 0 | 0 | 1,141 | 0 | 1,141 | | | |
| Fund Totals: | 0 | 0 | 2,224 | 0 | 0 | 0 | 2,224 | 0 | 2,224 | | | |

| Funding Source | | STBG-TMA | | | | | | Program Local Hwy - Transportation Management | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|---|-------------|--|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | 224 | 0 | 0 | 0 | 0 | 224 | 208 | 16 | | | |
| Fund Totals: | 0 | 224 | 0 | 0 | 0 | 0 | 224 | 208 | 16 | | | |

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

Five Mile Road, I-84 Overpass Construction, Boise

Regionally Significant: Inflated

Key #: 23591

Requesting Agency: ITD

Project Year: 2029

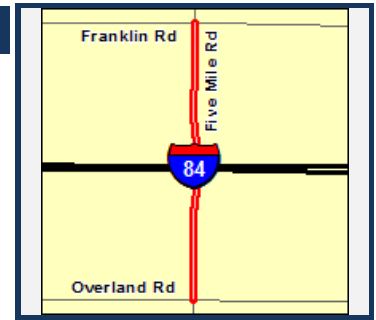
Total Previous Allocations: \$0

Total Programmed Budget: \$10,522

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

TIP Achievement:

- Health
- Open Space
- Safety
- Active Transportation
- System Performance



Project Description

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

| Funding Source | | STBG-State | | Program | | | | State Hwy - Bridge Restoration | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------|--------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 204 | 408 | 0 | 0 | 0 | 0 | 612 | 567 | 45 | | |
| 2029 | 0 | 0 | 0 | 0 | 901 | 9,009 | 9,910 | 9,183 | 727 | | |
| Fund Totals: | 204 | 408 | 0 | 0 | 901 | 9,009 | 10,522 | 9,750 | 772 | | |

Five Mile Road, Overland Road to Franklin Road Construction, Boise

Regionally Significant: Inflated

Key #: RD203-04

Requesting Agency: ACHD

Project Year: PD

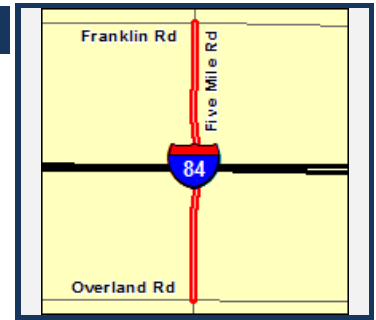
Total Previous Allocations: \$0

Total Programmed Budget: \$18,145

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

TIP Achievement:

- Health
- Open Space
- System Performance
- Active Transportation
- Safety



Project Description

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

| Funding Source | | Local Participating | | Program | | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|---------------|---------------|--------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| PD | 0 | 0 | 0 | 232 | 849 | 17,064 | 18,145 | 0 | 18,145 | | |
| Fund Totals: | 0 | 0 | 0 | 232 | 849 | 17,064 | 18,145 | 0 | 18,145 | | |

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

Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant: Inflated

Key #: 22102

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$431

Total Programmed Budget: \$3,320

Total Cost (Prev. + Prog.): \$3,751

TIP Achievement:

NHS-LOTTR

Open Space

Safety

Active Transportation

System Performance



Project Description

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

| Funding Source Local (Regionally Significant) Program Hwy - Non-Participating | | | | | | | | Local Match 100.00% | |
|---|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|------------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 195 | 0 | 0 | 195 | 0 | 195 |
| Fund Totals: | 0 | 0 | 0 | 195 | 0 | 0 | 195 | 0 | 195 |

| Funding Source STBG-U Program State Hwy - Safety & Capacity (Capacity) | | | | | | | | Local Match 7.34% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 270 | 0 | 560 | 2,295 | 3,125 | 2,896 | 229 |
| Fund Totals: | 0 | 0 | 270 | 0 | 560 | 2,295 | 3,125 | 2,896 | 229 |

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

Regionally Significant: Inflated

Key #: 22103

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$219

Total Programmed Budget: \$10,396

Total Cost (Prev. + Prog.): \$10,615

TIP Achievement:

System Performance

Freight Movement

Safety



Project Description

Improve safety, freight mobility, and reduce congestion on Franklin Boulevard south of the Franklin/Interstate 84 Interchange in the City of Nampa. The project would reduce or remove direct access to Franklin Boulevard at existing intersections with Industrial Road and 3rd Avenue North. Work includes creating a new signalized intersection approximately ¼ mile south of the Franklin/Interstate 84 Interchange with new local roads connecting to Industrial Road on the east and 3rd Avenue North on the west. Easterly new road may require a rail crossing. Westerly new road will require a new bridge across the Phyllis Canal. Access improvements will be implemented between Interstate 84 and the new intersection.

| 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 |
| 2023 | 0 | 900 | 0 | 0 | 0 | 0 | 900 | 834 | 66 |
| 2024 | 90 | 1,077 | 0 | 0 | 0 | 0 | 1,167 | 1,081 | 86 |
| PD | 0 | 0 | 0 | 0 | 838 | 7,491 | 8,329 | 7,718 | 611 |
| Fund Totals: | 90 | 1,977 | 0 | 0 | 838 | 7,491 | 10,396 | 9,633 | 763 |

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

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

Regionally Significant: Inflated

Key #: 12368

Requesting Agency: ACHD

Project Year: 2016

Total Previous Allocations: \$12,220

Total Programmed Budget: \$14

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

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

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

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

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

Regionally Significant: Inflated

Key #: 102497

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$6,995

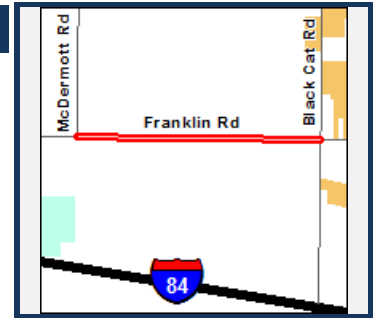
Total Cost (Prev. + Prog.): \$6,995

TIP Achievement:

System Performance

Active Transportation

Safety



Project Description

Widen Franklin Road from McDermott Road to Black Cat Road in Ada County including enhanced pedestrian and bicycle facilities on both sides of the roadway.

| Funding Source | | Local (Regionally Significant) | | | Program | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--------------------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2026 | 0 | 548 | 0 | 0 | 0 | 0 | 548 | 0 | 548 | | |
| PD | 0 | 0 | 174 | 0 | 0 | 6,273 | 6,447 | 0 | 6,447 | | |
| Fund Totals: | 0 | 548 | 174 | 0 | 0 | 6,273 | 6,995 | 0 | 6,995 | | |

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

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

Regionally Significant: Inflated

Key #: NAM03

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$7,377

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

Project Description

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



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2022 | 0 | 375 | 480 | 0 | 0 | 0 | 855 | 0 | 855 |
| 2023 | 0 | 0 | 230 | 192 | 0 | 6,100 | 6,522 | 0 | 6,522 |
| Fund Totals: | 0 | 375 | 710 | 192 | 0 | 6,100 | 7,377 | 0 | 7,377 |

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

Regionally Significant: Inflated

Key #: 23324

Requesting Agency: City of Boise

Project Year: 2024

Total Previous Allocations: \$246

Total Programmed Budget: \$2,055

Total Cost (Prev. + Prog.): \$2,301

Project Description

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



| Funding Source TAP-TMA Program Local Hwy - Transportation Alternatives | | | | | | | | Local Match 7.34% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 297 | 0 | 0 | 0 | 0 | 297 | 275 | 22 |
| 2024 | 0 | 0 | 0 | 0 | 0 | 552 | 552 | 511 | 41 |
| Fund Totals: | 0 | 297 | 0 | 0 | 0 | 552 | 849 | 787 | 62 |

| Funding Source STBG-TMA Program Local Hwy - Transportation Alternatives | | | | | | | | Local Match 7.34% | |
|---|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 106 | 0 | 0 | 7 | 0 | 113 | 105 | 8 |
| 2024 | 0 | 0 | 0 | 0 | 263 | 830 | 1,093 | 1,013 | 80 |
| Fund Totals: | 0 | 106 | 0 | 0 | 270 | 830 | 1,206 | 1,117 | 89 |

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

Regionally Significant: Inflated

Key #: 19951

Requesting Agency: Canyon Highway District

Project Year: 2027

Total Previous Allocations: \$419

Total Programmed Budget: \$3,687

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

Project Description

Rehabilitate Old Highway 30 from State Highway 44 to Galloway Road, and Goodson Road to south of Sand Hollow Road. Work also includes improvements to the intersections at Farmway Road and Goodson Road.



| Funding Source | | STBG-R | | Program | | | | Local Hwy - Rural | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 46 | 4 | | |
| 2027 | 0 | 0 | 0 | 0 | 527 | 3,110 | 3,637 | 3,370 | 267 | | |
| Fund Totals: | 0 | 0 | 50 | 0 | 527 | 3,110 | 3,687 | 3,416 | 271 | | |

Homedale Road, Curve Improvements, Canyon Highway District

Regionally Significant: Inflated

Key #: 22878

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$132

Total Programmed Budget: \$867

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

Project Description

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

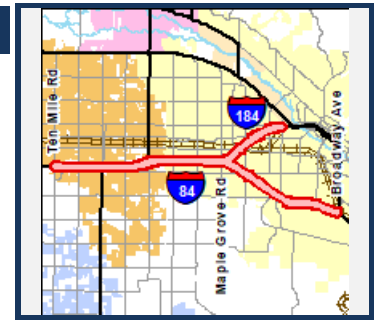


| Funding Source | | HSIP (Local) | | Program | | | | Hwy Safety - Local | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 21 | 0 | 0 | 0 | 21 | 19 | 2 | | |
| 2024 | 0 | 0 | 0 | 0 | 197 | 649 | 846 | 784 | 62 | | |
| Fund Totals: | 0 | 0 | 21 | 0 | 197 | 649 | 867 | 803 | 64 | | |

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

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

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



Project Description

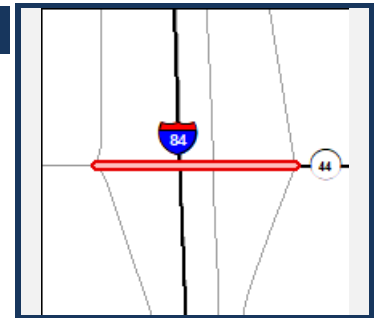
Update and replace signs on Interstate 84 between Ten Mile Road and west of Broadway Avenue and Interstate 184 between Maple Grove Road and Orchard Street.

| Funding Source | | State | | Program | | | | State Highway - Safety | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | | |
| 2024 | 0 | 0 | 0 | 0 | 24 | 486 | 510 | 0 | 510 | | |
| Fund Totals: | 10 | 0 | 0 | 0 | 24 | 486 | 520 | 0 | 520 | | |

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

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23188 Asset Management
 Requesting Agency: ITD Safety

Project Year: 2028
 Total Previous Allocations: \$425
 Total Programmed Budget: \$16,892
 Total Cost (Prev. + Prog.): \$17,317



Project Description

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

| Funding Source | | NHPP | | Program | | | | State Hwy - Bridge Restoration | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|---------------|---------------|--------------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2028 | 0 | 0 | 0 | 0 | 1,126 | 15,766 | 16,892 | 15,652 | 1,240 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 1,126 | 15,766 | 16,892 | 15,652 | 1,240 | | |

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

I-84, Centennial Interchange to Franklin Interchange, Caldwell

Regionally Significant: Inflated

Inflated

TIP Achievement:

Key #: 23437

System Performance

Requesting Agency: ITD

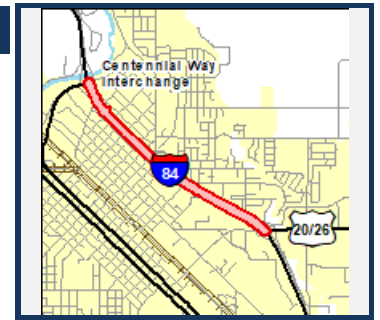
Safety

Project Year: 2023

Total Previous Allocations: \$7,950

Total Programmed Budget: \$117,757

Total Cost (Prev. + Prog.): \$125,707



Project Description

Widen and provide safety improvements on Interstate 84 between the Centennial Way Interchange (Exit 27) and the Franklin Road Interchange (Exit 29) in the City of Caldwell. Work includes an additional lane in each direction and select auxiliary lanes, 10th Avenue Interchange widening and ramp improvements, and drainage improvements.

| Funding Source | | | 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 | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 28,600 | 28,600 | 0 | 28,600 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 28,600 | 28,600 | 0 | 28,600 | |

| Funding Source | | | Program | | | | Hwy Safety - Local | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 358 | 358 | 0 | 358 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 358 | 358 | 0 | 358 | |

| Funding Source | | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 200 | 2,100 | 50 | 0 | 0 | 2,350 | 0 | 2,350 | |
| 2024 | 0 | 0 | 0 | 0 | 2,700 | 62,000 | 64,700 | 0 | 64,700 | |
| Fund Totals: | 0 | 200 | 2,100 | 50 | 2,700 | 62,000 | 67,050 | 0 | 67,050 | |

| Funding Source | | | Program | | | | Leading Idaho | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 500 | 4,900 | 11,382 | 16,782 | 0 | 16,782 | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 4,967 | 4,967 | 0 | 4,967 | |
| Fund Totals: | 0 | 0 | 0 | 500 | 4,900 | 16,349 | 21,749 | 0 | 21,749 | |

| Funding Source | | | Program | | | | Advanced Construction | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 358 | 358 | 358 | 0 | |
| 2024 | 0 | 0 | 0 | 0 | 0 | -358 | -358 | -358 | 0 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

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

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

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 22746 Safety



Requesting Agency: ITD
 Project Year: 2023
 Total Previous Allocations: \$10
 Total Programmed Budget: \$245
 Total Cost (Prev. + Prog.): \$255

Project Description

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

| Funding Source | | State | | Program | | | | State Highway - Safety | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|------------------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 12 | 233 | 245 | 0 | 245 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 12 | 233 | 245 | 0 | 245 | | |

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

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

Regionally Significant: Inflated

Key #: 23081

Requesting Agency: ITD

Project Year: 2021-2022

Total Previous Allocations: \$47,366

Total Programmed Budget: (\$386)

Total Cost (Prev. + Prog.): \$46,980

TIP Achievement:

System Performance

Safety



Project Description

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

| Funding Source | | GARVEE 2017 | | Program | | Hwy GARVEE - 2017 Legislative Authoriz | | Local Match | | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--|--------|---------------|-------------|---------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | -420 | -2,939 | -3,359 | 0 | -3,359 | |
| 2024 | 0 | 0 | 0 | 0 | -1,374 | 1,401 | 27 | 0 | 27 | |
| Fund Totals: | 0 | 0 | 0 | 0 | -1,794 | -1,538 | -3,332 | 0 | -3,332 | |

| Funding Source | | State | | Program | | State Hwy - Safety & Capacity (Capacity) | | Local Match | | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--|-------|---------------|-------------|---------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 184 | -84 | 100 | 0 | 100 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 184 | -84 | 100 | 0 | 100 | |

| 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 | |
| 2024 | 0 | 0 | 0 | 0 | 1,973 | 210 | 2,183 | 0 | 2,183 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 1,973 | 210 | 2,183 | 0 | 2,183 | |

| Funding Source | | Leading Idaho | | Program | | Leading Idaho | | Local Match | | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|---------------|-------|---------------|-------------|---------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 663 | 663 | 0 | 663 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 663 | 663 | 0 | 663 | |

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

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

Regionally Significant: Inflated

Key #: 23080

Requesting Agency: ITD

Project Year: 2021

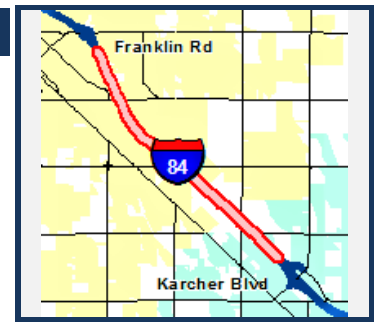
Total Previous Allocations: \$70,289

Total Programmed Budget: (\$4,314)

Total Cost (Prev. + Prog.): \$65,975

Project Description

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



TIP Achievement:

System Performance

Safety

| 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 | | | |
| 2023 | 0 | 0 | 0 | 0 | 420 | 1,084 | 1,504 | 1,388 | 116 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 420 | 1,084 | 1,504 | 1,388 | 116 | | | |

| Funding Source | | GARVEE 2017 | | Program | | | | | Hwy GARVEE - 2017 Legislative Authoriz | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------|--|--|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | 0 | 0 | 0 | -2,574 | -5,109 | -7,683 | 0 | -7,683 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | -2,574 | -5,109 | -7,683 | 0 | -7,683 | | | |

| 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 | | | |
| 2024 | 0 | 0 | 0 | 0 | 1,088 | 777 | 1,865 | 0 | 1,865 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 1,088 | 777 | 1,865 | 0 | 1,865 | | | |

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

Regionally Significant: Inflated

Key #: 20212

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$90

Total Programmed Budget: \$3,576

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

Project Description

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



TIP Achievement:

Asset Management

Safety

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

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

I-84, Interchange Modification Report, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: **NEW13**

Support

Requesting Agency: City of Nampa

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$405

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

Project Description

Complete all requirements that will allow approvals of a future southern connection to the Interstate 84 and future State Highway 16 Interchange in the City of Nampa. (Now named ORN24237.)



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | Local Match 100.00% | | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 5 | 200 | 0 | 0 | 0 | 0 | 205 | 0 | 205 |
| 2024 | 0 | 200 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| Fund Totals: | 5 | 400 | 0 | 0 | 0 | 0 | 405 | 0 | 405 |

I-84, Interchange Ramps, Ada and Canyon Counties

Regionally Significant: Inflated

TIP Achievement:

Key #: **23544**

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2027

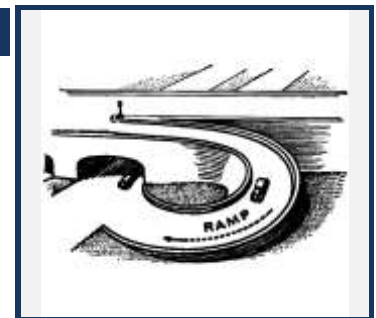
Total Previous Allocations: \$0

Total Programmed Budget: \$6,141

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

Project Description

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



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

I-84, Karcher Road Interchange, Nampa

Regionally Significant: Inflated

Key #: 23336

Requesting Agency: ITD

Project Year: 2023-24

Total Previous Allocations: \$2,900

Total Programmed Budget: \$25,982

Total Cost (Prev. + Prog.): \$28,882

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

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

| Funding Source | | IM | | Program | | State Hwy - Safety & Capacity (Capacity) | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--|--------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 4,300 | 4,300 | 3,984 | 316 | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 3,929 | 3,929 | 3,641 | 288 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 8,229 | 8,229 | 7,625 | 604 | |

| Funding Source | | GARVEE 2017 | | Program | | Hwy GARVEE - 2017 Legislative Authoriz | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--|--------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 3,745 | 3,745 | 3,745 | 0 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 3,745 | 3,745 | 3,745 | 0 | |

| Funding Source | | Local Participating | | Program | | Hwy - Local Partnerships | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------------------|-----------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 30 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 30 | |

| Funding Source | | TECM | | Program | | State Hwy - Safety & Capacity (Capacity) | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--|--------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 1,100 | 100 | 50 | 0 | 0 | 1,250 | 0 | 1,250 | |
| 2024 | 0 | 0 | 2,200 | 500 | 1,000 | 1,186 | 4,886 | 0 | 4,886 | |
| Fund Totals: | 0 | 1,100 | 2,300 | 550 | 1,000 | 1,186 | 6,136 | 0 | 6,136 | |

| Funding Source | | Leading Idaho | | Program | | Leading Idaho | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|---------------|--------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 2,000 | 5,842 | 7,842 | 0 | 7,842 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 2,000 | 5,842 | 7,842 | 0 | 7,842 | |

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

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

Regionally Significant:

Inflated

TIP Achievement:

Key # : 23456

Support

Requesting Agency: ITD

Safety

Project Year: 2022-2023

Total Previous Allocations: \$1,330

Total Programmed Budget: \$175

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

Project Description

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



| Funding Source | | State | | Program | | | | State Hwy - Early Development | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 100.00% | |
| 2023 | 0 | 175 | 0 | 0 | 0 | 0 | 175 | 0 | 175 | | |
| Fund Totals: | 0 | 175 | 0 | 0 | 0 | 0 | 175 | 0 | 175 | | |

I-84, Robinson Road Underpass Repair, Nampa

Regionally Significant:

Inflated

TIP Achievement:

Key # : 23455

Asset Management

Requesting Agency: ITD

Bridge

Project Year: 2022

Safety

Total Previous Allocations: \$200

Total Programmed Budget: \$266

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

Project Description

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



| Funding Source | | State | | Program | | | | State Hwy - Bridge Restoration | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 100.00% | |
| 2023 | 1 | 0 | 0 | 0 | -1 | 266 | 266 | 0 | 266 | | |
| Fund Totals: | 1 | 0 | 0 | 0 | -1 | 266 | 266 | 0 | 266 | | |

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

I-84, Striping – FY2023

Regionally Significant: Inflated TIP Achievement:

Key # : 23708

Safety

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$560

Total Cost (Prev. + Prog.): \$560

Project Description

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



| Funding Source | | HB132 and HB312 | | Program | | | State Highway - Safety | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 50 | 510 | 560 | 0 | 560 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 50 | 510 | 560 | 0 | 560 | |

I-84, Striping – FY2024

Regionally Significant: Inflated TIP Achievement:

Key # : 23803

Safety

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$725

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

Project Description

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



| Funding Source | | Leading Idaho | | Program | | | State Highway - Safety | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |

I-84, Striping – FY2025

Regionally Significant: Inflated TIP Achievement:

Key # : 23804

Safety

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$725

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

Project Description

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



| Funding Source | | Leading Idaho | | Program | | | State Highway - Safety | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |

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

I-84, Striping – FY2026

Regionally Significant: Inflated TIP Achievement:

Key # : 23805

Safety

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$725

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

Project Description

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



| Funding Source | | Leading Idaho | | Program | | | State Highway - Safety | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |

I-84, Striping – FY2027

Regionally Significant: Inflated TIP Achievement:

Key # : 23806

Safety

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$725

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

Project Description

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



| Funding Source | | Leading Idaho | | Program | | | State Highway - Safety | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |

I-84, Striping – FY2028

Regionally Significant: Inflated TIP Achievement:

Key # : 23807

Safety

Requesting Agency: ITD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$725

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

Project Description

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



| Funding Source | | Leading Idaho | | Program | | | State Highway - Safety | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2028 | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | |

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

I-84, Striping – FY2029

Regionally Significant: Inflated

TIP Achievement:

Key #: 23808

Safety

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$725

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

Project Description

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



| Funding Source | | Leading Idaho | | Program | | | | State Highway - Safety | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2029 | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 725 | 725 | 0 | 725 | | |

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 20796

Requesting Agency: ITD

Project Year: 2019

Total Previous Allocations: \$5,664

Total Programmed Budget: \$106

Total Cost (Prev. + Prog.): \$5,770

Project Description

Reconstruct and widen the eastbound and westbound shoulder of Interstate 84 from the Karcher Road Interchange (Midland Boulevard) to the Franklin Boulevard Interchange in the City of Nampa to provide sufficient pavement to temporarily shift traffic during the Interstate 84 reconstruction projects. Design for this project is shown under Key Number 20315.



| Funding Source | | TECM | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 104 | 104 | 0 | 104 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 2 | 104 | 106 | 0 | 106 | | |

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

I-84, Ustick Road Overpass, Canyon County

Regionally Significant: Inflated

Key #: 22619

Requesting Agency: City of Caldwell

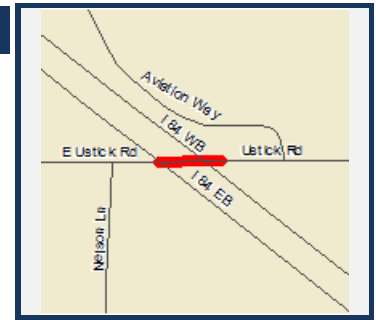
Project Year: 2020-2022

TIP Achievement:

System Performance

Active Transportation

Bridge



Total Previous Allocations: \$15,968

Total Programmed Budget: \$57

Total Cost (Prev. + Prog.): \$16,025

Project Description

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

| Funding Source | | State | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 29 | 0 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 29 | 0 | | |

| Funding Source | | State | | Program | | | | State Hwy - Mobility | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|----------------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 0 | 18 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 0 | 18 | | |

| Funding Source | | INFRA | | Program | | | | Hwy - Misc. Federal | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 70 | 0 | 70 | 0 | 70 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 70 | 0 | 70 | 0 | 70 | | |

| Funding Source | | AC (State) | | Program | | | | State Hwy - Mobility | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|----------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 18 | 0 | 18 | 18 | 0 | | |
| 2024 | 0 | 0 | 0 | 0 | -18 | 0 | -18 | -18 | 0 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

| Funding Source | | AC (State) | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 28 | 0 | 28 | 0 | 28 | | |
| 2024 | 0 | 0 | 0 | 0 | -88 | 0 | -88 | 0 | -88 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | -60 | 0 | -60 | 0 | -60 | | |

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

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

Regionally Significant: Inflated

Key #: 22712

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$138

Total Programmed Budget: \$1,984

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

Project Description

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

TIP Achievement:

System Performance

NHS-LOTTR

Safety



| Funding Source | | State | Program | | | | | State Hwy - Safety & Capacity (Capacity) | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2027 | 0 | 0 | 0 | 0 | 182 | 1,417 | 1,599 | 0 | 1,599 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 182 | 1,417 | 1,599 | 0 | 1,599 | |

| Funding Source | | Local Participating | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 385 | 0 | 0 | 0 | 385 | 0 | 385 |
| Fund Totals: | 0 | 0 | 385 | 0 | 0 | 0 | 385 | 0 | 385 |

Indiana and Orchard Shared Roadway, Canyon County

Regionally Significant: Inflated

Key #: 22602

Requesting Agency: Canyon Highway District

Project Year: 2024

Total Previous Allocations: \$132

Total Programmed Budget: \$5,512

Total Cost (Prev. + Prog.): \$5,644

Project Description

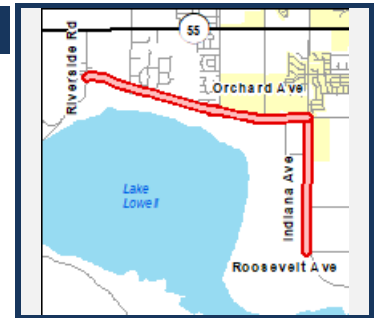
Add four-foot paved shoulders on Indiana Avenue from Roosevelt Avenue to Orchard Avenue and on Orchard Avenue from Indiana Avenue to Riverside Road in Canyon County (approximately 1.5 miles) using Federal Lands Access Program funds. Project managed by Western Federal Lands.

TIP Achievement:

Open Space

Active Transportation

Safety



| Funding Source | | FLAP | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 471 | 0 | 0 | 0 | 0 | 471 | 436 | 35 |
| 2024 | 0 | 0 | 0 | 0 | 375 | 4,666 | 5,041 | 4,671 | 370 |
| Fund Totals: | 0 | 471 | 0 | 0 | 375 | 4,666 | 5,512 | 5,107 | 405 |

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

JCT SH 78 to Nampa, Corridor Plan

Regionally Significant: Inflated

Key #: 09971

TIP Achievement:

Support

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$47

Total Programmed Budget: \$10

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

Project Description

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



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

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

Regionally Significant: Inflated

Key #: RD207-29

TIP Achievement:

Open Space

Requesting Agency: ACHD

Health

Project Year: PD

Safety

Total Previous Allocations: \$565

Total Programmed Budget: \$5,753

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

Active Transportation

System Performance

Project Description

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



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

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

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

Regionally Significant: Inflated

Key #: RD209-18

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$364

Total Programmed Budget: \$12,584

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

Project Description

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

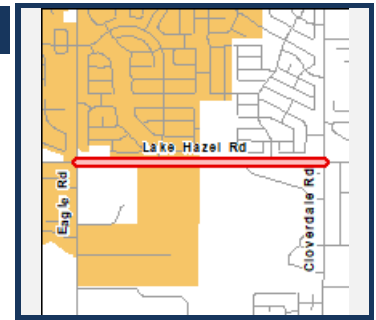
TIP Achievement:

Open Space

Safety

Active Transportation

System Performance



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 30 | 402 | 0 | 0 | 0 | 432 | 0 | 432 |
| 2026 | 0 | 0 | 0 | 20 | 618 | 10,314 | 10,952 | 0 | 10,952 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,200 | 1,200 | 0 | 1,200 |
| Fund Totals: | 0 | 30 | 402 | 20 | 618 | 11,514 | 12,584 | 0 | 12,584 |

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

Regionally Significant: Inflated

Key #: RD207-30

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$6,160

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

Project Description

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

TIP Achievement:

Open Space

Health

Active Transportation

System Performance



| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 416 | 5 | 0 | 0 | 0 | 421 | 0 | 421 |
| 2025 | 0 | 0 | 246 | 0 | 0 | 0 | 246 | 0 | 246 |
| PD | 0 | 0 | 0 | 60 | 62 | 5,371 | 5,493 | 0 | 5,493 |
| Fund Totals: | 0 | 416 | 251 | 60 | 62 | 5,371 | 6,160 | 0 | 6,160 |

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

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

Regionally Significant:

Inflated

TIP Achievement:

Key # : RD216-05

Open Space

Requesting Agency: ACHD

System Performance

Project Year: PD

Active Transportation

Total Previous Allocations: \$0

Total Programmed Budget: \$4,061

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

Project Description

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



| Funding Source | | Local (Regionally Significant) | | | Program | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 332 | 4 | 0 | 0 | 0 | 336 | 0 | 336 |
| PD | 0 | 0 | 60 | 0 | 0 | 3,665 | 3,725 | 0 | 3,725 |
| Fund Totals: | 0 | 332 | 64 | 0 | 0 | 3,665 | 4,061 | 0 | 4,061 |

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

Linder Road Overpass, Overland Road to Franklin Road, Meridian

Regionally Significant: Inflated

Key #: 24099

Requesting Agency: ACHD
 Project Year: PD City of Meridian
 ITD

TIP Achievement:

System Performance
 Active Transportation
 Safety



Total Previous Allocations: \$0
 Total Programmed Budget: \$28,614
 Total Cost (Prev. + Prog.): \$28,614

Project Description

Widen Linder Road from Franklin Road to Overland Road from two lanes to five lanes with curb, gutter, sidewalk, and multi-use pathways for pedestrians and bicyclists. This project will include two pedestrian hybrid beacons at the intersection of Linder Road and Waltman Street and Linder Road and Gander Drive. The Ten Mile Creek and Kennedy Lateral bridges will also be replaced. Work includes construction of a new Interstate Overpass which will include four travel lanes and a separated multi-use pathway.

| Funding Source | | State | | Program | | | | State Hwy - Early Development | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|-------------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | | |
| PD | 0 | 0 | 0 | 0 | 0 | 7,616 | 7,616 | 0 | 7,616 | | |
| Fund Totals: | 10 | 0 | 0 | 0 | 0 | 7,616 | 7,626 | 0 | 7,626 | | |

| Funding Source | | Local Participating | | Program | | | | Hwy - Local Partnerships | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|---------------|---------------|--------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 168 | 2,550 | 0 | 0 | 0 | 2,718 | 0 | 2,718 | | |
| 2025 | 0 | 0 | 3,121 | 0 | 0 | 0 | 3,121 | 0 | 3,121 | | |
| PD | 0 | 0 | 0 | 293 | 234 | 12,888 | 13,415 | 0 | 13,415 | | |
| Fund Totals: | 0 | 168 | 5,671 | 293 | 234 | 12,888 | 19,254 | 0 | 19,254 | | |

| Funding Source | | Local Participating | | Program | | | | Hwy - Local Partnerships | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|--------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 1,734 | 0 | 0 | 0 | 0 | 1,734 | 0 | 1,734 | | |
| Fund Totals: | 0 | 1,734 | 0 | 0 | 0 | 0 | 1,734 | 0 | 1,734 | | |

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

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

Regionally Significant: Inflated

Key #: RC0207

Requesting Agency: ACHD
 Project Year: City of Meridian
 ITD

TIP Achievement:

- Open Space
- System Performance
- Active Transportation
- Safety



Total Previous Allocations: \$0
 Total Programmed Budget: \$21,421
 Total Cost (Prev. + Prog.): \$21,421

Project Description

Design work to widen Linder Road from Overland Road to Franklin Road in the City of Meridian. The project includes adding an overpass over Interstate 84. The project is a partnership between the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.

| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 200 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| PD | 0 | 961 | 2,246 | 250 | 601 | 17,163 | 21,221 | 0 | 21,221 |
| Fund Totals: | 0 | 1,161 | 2,246 | 250 | 601 | 17,163 | 21,421 | 0 | 21,421 |

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

Regionally Significant: Inflated

Key #: RC0209

Requesting Agency: ACHD
 Project Year: PD City of Meridian
 ITD

TIP Achievement:

- Open Space
- Safety
- Active Transportation
- System Performance



Total Previous Allocations: \$0
 Total Programmed Budget: \$25,063
 Total Cost (Prev. + Prog.): \$25,063

Project Description

Design work to widen Linder Road from Overland Road to Franklin Road in the City of Meridian. The project includes adding an overpass over Interstate 84. The project is a partnership between the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.

| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 200 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| PD | 0 | 1,126 | 2,631 | 293 | 704 | 20,109 | 24,863 | 0 | 24,863 |
| Fund Totals: | 0 | 1,326 | 2,631 | 293 | 704 | 20,109 | 25,063 | 0 | 25,063 |

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

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

Regionally Significant: Inflated

Key #: RD209-28

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$578

Total Programmed Budget: \$8,393

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

TIP Achievement:

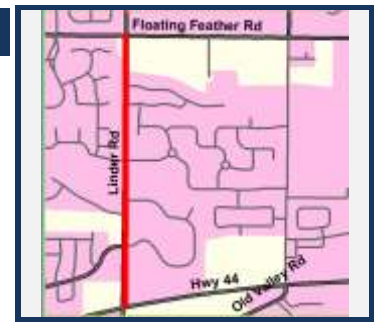
Health

Safety

Asset Management

System Performance

Active Transportation



Project Description

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

| Funding Source Local (Regionally Significant) Program Hwy - Non-Participating | | | | | | | | Local Match 100.00% | |
|---|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 16 | 675 | 0 | 0 | 0 | 691 | 0 | 691 |
| 2026 | 0 | 0 | 0 | 0 | 72 | 6,830 | 6,902 | 0 | 6,902 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 800 | 800 | 0 | 800 |
| Fund Totals: | 0 | 16 | 675 | 0 | 72 | 7,630 | 8,393 | 0 | 8,393 |

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

Regionally Significant: Inflated

Key #: RD207-19

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$20,907

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

TIP Achievement:

Open Space

Health

Safety

Asset Management

Active Transportation



Project Description

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

| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|---------------|---------------|---------------------|---------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 698 | 5 | 5 | 0 | 0 | 708 | 0 | 708 |
| 2025 | 0 | 698 | 51 | 0 | 0 | 0 | 749 | 0 | 749 |
| 2026 | 0 | 0 | 1,600 | 0 | 0 | 0 | 1,600 | 0 | 1,600 |
| PD | 0 | 0 | 0 | 0 | 0 | 17,850 | 17,850 | 0 | 17,850 |
| Fund Totals: | 0 | 1,396 | 1,656 | 5 | 0 | 17,850 | 20,907 | 0 | 20,907 |

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

Marsing to New Meadows, Corridor Plan

Regionally Significant: Inflated **TIP Achievement:**
Key # : 09967 Support

Requesting Agency: ITD
 Project Year: 2007
 Total Previous Allocations: \$685
 Total Programmed Budget: \$11
 Total Cost (Prev. + Prog.): \$696



Project Description

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

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

Middleton Road and Ustick Road, Roundabout, Caldwell

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

Requesting Agency: City of Caldwell
 Project Year: 2023
 Total Previous Allocations: \$953
 Total Programmed Budget: \$4,444
 Total Cost (Prev. + Prog.): \$5,397



Project Description

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

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

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

Middleton Road Realignment, Sawtooth Drive to SH-44, Middleton

Regionally Significant: Inflated

Key #: NEW04

Requesting Agency: City of Middleton

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$5,784

Total Cost (Prev. + Prog.): \$5,784

Project Description

Construct a new two-lane roadway between Sawtooth Drive and the intersection of State Highway 44 creating a new alignment of Middleton Road in the City of Middleton. Work includes bicycle and pedestrian facilities between Sawtooth Drive and Boise Street, connecting to the existing trail system.



| Funding Source | | Private Developer | | 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 | 3,184 | 0 | 0 | 0 | 3,184 | 0 | 3,184 | |
| 2024 | 0 | 104 | 0 | 0 | 104 | 832 | 1,040 | 0 | 1,040 | |
| 2025 | 0 | 156 | 0 | 0 | 156 | 1,248 | 1,560 | 0 | 1,560 | |
| Fund Totals: | 0 | 260 | 3,184 | 0 | 260 | 2,080 | 5,784 | 0 | 5,784 | |

Middleton Road, SH-55 (Karcher) to Flamingo Avenue, Nampa

Regionally Significant: Inflated

Key #: 24229

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,137

Total Cost (Prev. + Prog.): \$5,137

Project Description

Rebuild Middleton Road, between State Highway 55 (Karcher Road) and Flamingo Avenue, in the City of Nampa. The project will address transportation capacity needs in the area as well as complete important bicycle and pedestrian infrastructure. The project was designed with local funds. The improvements include five travel lanes as well as curb, gutter and sidewalk on the east side of the roadway and curb, gutter and a 10-foot multi-use pathway on the west side of the roadway.



| Funding Source | | Local Participating | | Program | | | Local Hwy - Transportation Management | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 157 | 175 | 0 | 0 | 0 | 0 | 332 | 0 | 332 | |
| PD | 0 | 0 | 0 | 0 | 0 | 1,961 | 1,961 | 0 | 1,961 | |
| Fund Totals: | 157 | 175 | 0 | 0 | 0 | 1,961 | 2,293 | 0 | 2,293 | |

| Funding Source | | STBG-U | | Program | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| PD | 0 | 0 | 0 | 0 | 784 | 2,060 | 2,844 | 2,635 | 209 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 784 | 2,060 | 2,844 | 2,635 | 209 | |

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

Midland Boulevard and Iowa Avenue Intersection Improvements, Nampa

Regionally Significant: Inflated

Key #: NAM04

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$226

Total Programmed Budget: \$2,800

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

TIP Achievement:

Transportation Safety

System Performance

Safety

Health

Active Transportation



Project Description

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

| Funding Source Local (Regionally Significant) Program Hwy - Non-Participating | | | | | | | | Local Match 100.00% | |
|---|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 100 | 0 | 0 | 350 | 150 | 2,200 | 2,800 | 0 | 2,800 |
| Fund Totals: | 100 | 0 | 0 | 350 | 150 | 2,200 | 2,800 | 0 | 2,800 |

Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell

Regionally Significant: Inflated

Key #: 22016

Requesting Agency: Canyon Highway District

Project Year: 2027 City of Caldwell

City of Nampa

TIP Achievement:

Active Transportation

Asset Management

Safety



Total Previous Allocations: \$436

Total Programmed Budget: \$3,034

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

Project Description

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

| Funding Source STBG-U Program Local Hwy - Urban | | | | | | | Local Match 7.34% | | |
|---|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 485 | 2,549 | 3,034 | 2,811 | 223 |
| Fund Totals: | 0 | 0 | 0 | 0 | 485 | 2,549 | 3,034 | 2,811 | 223 |

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

MS4 Permit and Storm Water Management Program, Ada County

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

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



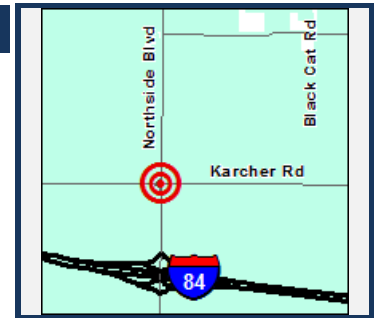
Project Description

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

| Funding Source | | STBG-State Program Hwy - State Planning & Research | | | | | | Local Match 7.34% | |
|---------------------|-------------------------|--|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 250 | 0 | 0 | 0 | 0 | 250 | 232 | 18 |
| Fund Totals: | 0 | 250 | 0 | 0 | 0 | 0 | 250 | 232 | 18 |

Northside Boulevard and Karcher Road, Intersection Improvements, Nampa

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



Project Description

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

| Funding Source | | Freight Program State Hwy - Freight | | | | | | Local Match 7.34% | |
|---------------------|-------------------------|-------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 416 | 655 | 0 | 0 | 0 | 1,071 | 992 | 79 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 4,606 | 4,606 | 4,268 | 338 |
| Fund Totals: | 0 | 416 | 655 | 0 | 0 | 4,606 | 5,677 | 5,260 | 417 |

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

Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant: Inflated

Key #: 13494

Requesting Agency: Canyon Highway District

Project Year: 2026-2027 of Caldwell

Total Previous Allocations: \$3,165

Total Programmed Budget: \$10,544

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

Project Description

Replace the Plymouth Street Bridge in the City of Caldwell with a new two-lane structure, leaving the existing bridge in place for use as a bicycle and pedestrian bridge. Construction is not fully funded. The sponsor will seek a federal competitive grant for needed funds based on current engineer's estimate of approximately \$21 million.



TIP Achievement:

Safety

Open Space

Active Transportation

System Performance

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

| Funding Source | | STBG-U | | | Program | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 174 | 0 | 0 | 0 | 174 | 161 | 13 | | |
| 2027 | 0 | 0 | 0 | 0 | 380 | 1,732 | 2,112 | 1,957 | 155 | | |
| Fund Totals: | 0 | 0 | 174 | 0 | 380 | 1,732 | 2,286 | 2,118 | 168 | | |

Orchard Street Realignment, Gowen Road to Victory Road, Boise

Regionally Significant: Inflated

Key #: RD207-01

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$802

Total Programmed Budget: \$23,785

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

Project Description

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



TIP Achievement:

System Performance

Active Transportation

Safety

| Funding Source | | Local (Regionally Significant) | | | Program | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|--------------------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 52 | 2,975 | 0 | 0 | 0 | 3,027 | 0 | 3,027 | | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 12,478 | 12,478 | 0 | 12,478 | | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 8,280 | 8,280 | 0 | 8,280 | | |
| Fund Totals: | 0 | 52 | 2,975 | 0 | 0 | 20,758 | 23,785 | 0 | 23,785 | | |

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

Pathway, Canyon Street Phase 1, Nampa

Regionally Significant: Inflated

Key #: 23915

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$881

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

Project Description

Construct a 12-foot pathway in the center of the alley that extends from South State Street to West Roosevelt Avenue connecting to a 10-foot pathway traversing the eastern boundary of Centennial Elementary School (an extension of South State Street) in the City of Nampa. The project includes drainage on both sides of the pathway, speed humps, signage, and a crosswalk with a Rectangular Rapid Flashing Beacon, which will be installed to cross West Roosevelt Avenue.



TIP Achievement:

Health

Active Transportation

Safety

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

Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise

Regionally Significant: Inflated

Key #: 23307

Requesting Agency: City of Boise

Project Year: 2027

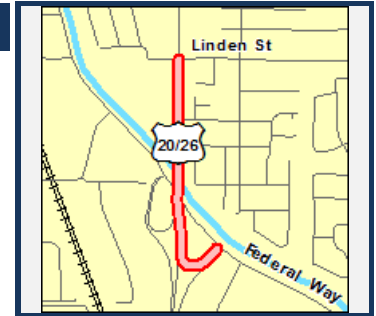
Total Previous Allocations: \$269

Total Programmed Budget: \$1,246

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

Project Description

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



TIP Achievement:

Open Space

Safety

Health

Active Transportation

| Funding Source | | STBG-TMA | | Program | | | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|---------------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 7.34% | |
| 2026 | 0 | 0 | 105 | 0 | 0 | 0 | 105 | 97 | 8 | | |
| 2027 | 0 | 0 | 0 | 48 | 179 | 914 | 1,141 | 1,057 | 84 | | |
| Fund Totals: | 0 | 0 | 105 | 48 | 179 | 914 | 1,246 | 1,155 | 91 | | |

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

Pathway, Greenbelt Completion, Boise State

Regionally Significant: Inflated

Key #: 22385

Requesting Agency: Boise State University

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$825

Total Cost (Prev. + Prog.): \$825

TIP Achievement:

Safety

Open Space

Health

Active Transportation



Project Description

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

| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | Local Match 7.34% | | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 11 | 39 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2026 | 0 | 0 | 0 | 0 | 52 | 723 | 775 | 718 | 57 |
| Fund Totals: | 11 | 39 | 0 | 0 | 52 | 723 | 825 | 764 | 61 |

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

Pathway, Greenbelt Connection near 52nd Street, Garden City

Regionally Significant: Inflated

Key #: 24222

Requesting Agency: City of Garden City

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$2,118

Total Cost (Prev. + Prog.): \$2,118

TIP Achievement:

Active Transportation

Safety



Project Description

Design and construct a pathway and bicycle/pedestrian bridge to remove a 1/2 mile Greenbelt detour between 52nd Street and Remington Streets in the City of Garden City. The pathway will connect the Greenbelt with existing pathways on Plantation Island approximately 230 feet upriver from the intersection of the Greenbelt and 52nd Street.

| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 65 | 220 | 0 | 0 | 0 | 0 | 285 | 264 | 21 |
| 2026 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 6 | 0 |
| Fund Totals: | 65 | 220 | 6 | 0 | 0 | 0 | 291 | 270 | 21 |

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match 7.34% | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 4 | 0 |
| 2028 | 0 | 0 | 0 | 0 | 359 | 985 | 1,344 | 1,245 | 99 |
| Fund Totals: | 0 | 0 | 4 | 0 | 359 | 985 | 1,348 | 1,249 | 99 |

| Funding Source CRP-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2028 | 0 | 0 | 0 | 0 | 0 | 479 | 479 | 444 | 35 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 479 | 479 | 444 | 35 |

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

Pathway, Grimes City Pathway Extension, Nampa

Regionally Significant: Inflated

Key #: 23025

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$77

Total Programmed Budget: \$697

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

TIP Achievement:

- Safety
- Health
- Open Space
- Active Transportation



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

| Funding Source | | Program | | | | | 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 | 34 | 0 | 0 | 0 | 0 | 34 | 32 | 2 | |
| Fund Totals: | 0 | 34 | 0 | 0 | 0 | 0 | 34 | 32 | 2 | |

| Funding Source | | Program | | | | | Local Match | | 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 108 | 555 | 663 | 614 | 49 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 108 | 555 | 663 | 614 | 49 | |

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

Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa

Regionally Significant: Inflated

Key #: 24236

Requesting Agency: City of Nampa

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$873

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

TIP Achievement:

Open Space

Active Transportation

Safety



Project Description

Construct an accessible trailhead parking facility located along Lake Lowell Avenue and the Wilson Pathway, just east of Midland Boulevard and beside the Wilson Drain in the City of Nampa. The parking facilities will be connected to the pathway for improved bicycle and pedestrian accessibility with sidewalk and Americans with Disabilities (ADA) ramps. The project includes accessible parking spaces, public restrooms, and a bicycle repair station.

| Funding Source | | Local Participating | | Program | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 103 | 103 | 0 | 103 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 103 | 103 | 0 | 103 | |

| Funding Source | | CRP-LU | | Program | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 27 | 93 | 0 | 0 | 0 | 0 | 120 | 111 | 9 | |
| 2025 | 0 | 0 | 0 | 0 | 123 | 527 | 650 | 602 | 48 | |
| Fund Totals: | 27 | 93 | 0 | 0 | 123 | 527 | 770 | 713 | 57 | |

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

Pathway, Orr Multi-Use City Pathway, Nampa

Regionally Significant: Inflated

Key #: 24337

Requesting Agency: City of Nampa

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$2,416

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

TIP Achievement:

Health

Active Transportation

Safety



Project Description

Provide pathway connectivity from the exiting Edwards Pathway to the north, following the Orr Drain and connection to a portion of pathway already constructed along the Orr Drain, and continuing for an additional mile to connect to the Wilson Drain and future pathway in the City of Nampa. The project will also include two new pedestrian crossing facilities.

| Funding Source Non-Participating (Local) | | | Program Hwy - Local Partnerships | | | | Local Match | | |
|--|-------------------------|------------------------------------|----------------------------------|-----------|--------------------------|--------------|-------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 0 | 752 | 752 | 752 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 752 | 752 | 752 | 0 |

| Funding Source AC (Local) | | | Program Hwy - Local Partnerships | | | | Local Match | | |
|---------------------------|-------------------------|------------------------------------|----------------------------------|-----------|--------------------------|--------------|-------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 0 | 625 | 625 | 625 | 0 |
| 2028 | 0 | 0 | 0 | 0 | 0 | -625 | -625 | -625 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Funding Source CRP-LU | | | 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 |
| 2024 | 0 | 324 | 0 | 0 | 0 | 0 | 324 | 324 | 0 |
| 2026 | 0 | 0 | 90 | 0 | 0 | 0 | 90 | 90 | 0 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 625 | 625 | 625 | 0 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 625 | 625 | 625 | 0 |
| Fund Totals: | 0 | 324 | 90 | 0 | 0 | 1,250 | 1,664 | 1,664 | 0 |

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

Pathway, Rail with Trail, Meridian

Regionally Significant: Inflated

Key #: 13918

Requesting Agency: City of Meridian

Project Year: 2024

Total Previous Allocations: \$195

Total Programmed Budget: \$529

Total Cost (Prev. + Prog.): \$724

Project Description

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



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 46 | 159 | 205 | 190 | 15 |
| Fund Totals: | 0 | 0 | 0 | 0 | 46 | 159 | 205 | 190 | 15 |

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-----------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 53 | 53 | 53 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 53 | 53 | 53 | 0 |

| Funding Source AC (Local) | | | Program Advanced Construction | | | | | Local Match | |
|---------------------------|-------------------------|------------------------------------|-------------------------------|-----------|--------------------------|--------------|------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 271 | 271 | 271 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 271 | 271 | 271 | 0 |

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

Regionally Significant: Inflated

Key #: 20542

Requesting Agency: City of Meridian

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$618

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

Project Description

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



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 14 | 78 | 0 | 0 | 0 | 0 | 92 | 85 | 7 |
| 2026 | 0 | 0 | 96 | 0 | 0 | 0 | 96 | 89 | 7 |
| PD | 0 | 0 | 0 | 0 | 37 | 393 | 430 | 398 | 32 |
| Fund Totals: | 14 | 78 | 96 | 0 | 37 | 393 | 618 | 573 | 45 |

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

Pathway, SH-55 (Eagle Road), McMillan to US 20/26 (Chinden) West Side, Boise

Regionally Significant: Inflated

TIP Achievement:

Key #: 22931

Active Transportation

Requesting Agency: City of Boise

Safety

Project Year: 2027

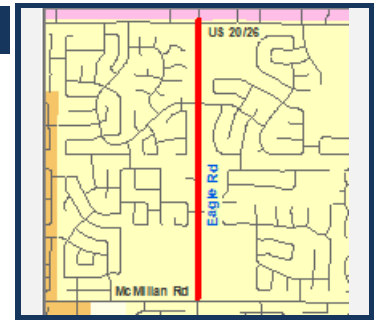
Total Previous Allocations: \$0

Total Programmed Budget: \$1,421

Total Cost (Prev. + Prog.): \$1,421

Project Description

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



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 42 | 141 | 0 | 0 | 0 | 0 | 183 | 170 | 13 |
| 2025 | 0 | 0 | 116 | 0 | 0 | 0 | 116 | 107 | 9 |
| 2027 | 0 | 0 | 0 | 0 | 182 | 801 | 983 | 911 | 72 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 139 | 139 | 129 | 10 |
| Fund Totals: | 42 | 141 | 116 | 0 | 182 | 940 | 1,421 | 1,317 | 104 |

| Funding Source AC (Local) | | | Program Advanced Construction | | | | | Local Match | |
|---------------------------|-------------------------|------------------------------------|-------------------------------|-----------|--------------------------|--------------|----------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 0 | 139 | 139 | 139 | 0 |
| 2028 | 0 | 0 | 0 | 0 | 0 | -139 | -139 | -139 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

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

Regionally Significant: Inflated

Key # : 19465

Requesting Agency: ACHD

Project Year: 2022-2023

Total Previous Allocations: \$14,269

Total Programmed Budget: \$0

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

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

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

| Funding Source | | | Program | | | | Local Match | | |
|---------------------|-------------------------|------------------------------------|---------------------------------------|-----------|--------------------------|--------------|-------------|---------------|-------------|
| STBG-TMA | | | Local Hwy - Transportation Management | | | | 7.34% | | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | 6,002 | 6,002 | 5,561 | 441 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 6,002 | 6,002 | 5,561 | 441 |

| Funding Source | | | Program | | | | Local Match | | |
|---------------------|-------------------------|------------------------------------|--------------------------|-----------|--------------------------|--------------|-------------|---------------|-------------|
| AC (Local) | | | Hwy - Local Partnerships | | | | 100.00% | | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | -6,002 | -6,002 | 0 | -6,002 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | -6,002 | -6,002 | 0 | -6,002 |

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

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

Regionally Significant: Inflated

Key #: 20122

Requesting Agency: ACHD

Project Year: 2023

Total Previous Allocations: \$243

Total Programmed Budget: \$2,418

Total Cost (Prev. + Prog.): \$2,661

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

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

| Funding Source | | Non-Participating (Local) | | | Program | | | Hwy - Local Partnerships | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | | |

| Funding Source | | Local Participating | | | Program | | | State Hwy - Pavement Preservation | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-----------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 58 | 58 | 0 | 58 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 58 | 58 | 0 | 58 | | |

| Funding Source | | STBG-TMA | | | Program | | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | -5 | -99 | 0 | 0 | 306 | 2,157 | 2,359 | 2,186 | 173 | | |
| Fund Totals: | -5 | -99 | 0 | 0 | 306 | 2,157 | 2,359 | 2,186 | 173 | | |

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

Regionally Significant: Inflated

Key #: 20006

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$94

Total Programmed Budget: \$1,035

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

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. This project could convert to federal-aid if funds become available. Segments include: Resseguie Street, 16th Street to 10th Street; and Fort Street, 16th Street to 15th Street.

| Funding Source | | STBG-TMA | | | Program | | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1,035 | 1,035 | 959 | 76 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,035 | 1,035 | 959 | 76 | | |

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

Peckham Road Intersections, Canyon County

Regionally Significant: Inflated

Key #: 22101

Requesting Agency: Golden Gate HD

Project Year: 2023

Total Previous Allocations: \$844

Total Programmed Budget: \$6,142

Total Cost (Prev. + Prog.): \$6,986

TIP Achievement:

NHS-LOTTR

Freight Movement

System Performance

Safety



Project Description

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

| Funding Source | | 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 | |
| 2023 | 0 | 0 | 0 | 0 | 486 | 5,197 | 5,683 | 5,266 | 417 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 486 | 5,197 | 5,683 | 5,266 | 417 | |

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

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

Regionally Significant: Inflated

Key #: 13964

Requesting Agency: Golden Gate HD

Project Year: 2023

Total Previous Allocations: \$746

Total Programmed Budget: \$548

Total Cost (Prev. + Prog.): \$1,294

TIP Achievement:

Open Space

Health

Safety

Active Transportation

System Performance



Project Description

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

| Funding Source | | STBG-R | | Program | | Local Hwy - Rural | | Local Match | | 7.34% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|-------------------|-------|---------------|-------------|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 15 | 0 | 533 | 0 | 548 | 508 | 40 | |
| Fund Totals: | 0 | 0 | 15 | 0 | 533 | 0 | 548 | 508 | 40 | |

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

Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Regionally Significant: Inflated

Key #: 22018

Requesting Agency: City of Caldwell

Project Year: PD

Total Previous Allocations: \$214

Total Programmed Budget: \$785

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

Project Description

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



| Funding Source | | STBG-U | | Program | | | | Local Hwy - Urban | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 93 | 7 | | |
| PD | 0 | 0 | 0 | 0 | 105 | 580 | 685 | 635 | 50 | | |
| Fund Totals: | 0 | 0 | 100 | 0 | 105 | 580 | 785 | 727 | 58 | | |

Pedestrian Improvements, Stoddard Pathway, Nampa

Regionally Significant: Inflated

Key #: 22944

Requesting Agency: City of Nampa

Project Year: 2022

Total Previous Allocations: \$540

Total Programmed Budget: \$35

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

Project Description

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



| Funding Source | | TAP-State | | Program | | | | Local Hwy - Transportation Alternatives | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 35 | 35 | 32 | 3 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 35 | 35 | 32 | 3 | | |

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

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

Regionally Significant: Inflated

Key #: 20549

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$128

Total Programmed Budget: \$331

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

Project Description

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



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2025 | 0 | 0 | 0 | 0 | 56 | 225 | 281 | 260 | 21 |
| Fund Totals: | 0 | 50 | 0 | 0 | 56 | 225 | 331 | 307 | 24 |

Pedestrian Improvements, West Park, Nampa

Regionally Significant: Inflated

Key #: 24230

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$341

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

Project Description

Provide Americans with Disability Act (ADA) accessibility to West Park, which currently does not have any alternative means to access the facilities aside from the access roadway, and is a critical safety issue. This project intends to provide accessibility to the park from the roadway as well as add looped connectivity to the Parks existing pathway, and will also provide access to the bathroom facility.



| Funding Source CRP-LU | | | Program Local Hwy - Urban | | | | | Local Match 7.34% | |
|-----------------------|-------------------------|------------------------------------|---------------------------|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 47 | 0 | 0 | 0 | 0 | 47 | 44 | 3 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 294 | 294 | 272 | 22 |
| Fund Totals: | 0 | 47 | 0 | 0 | 0 | 294 | 341 | 316 | 25 |

Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 18854

Support

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$5,838

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

Project Description

Provide program support administration, short-range transit planning, and the implementation of mobility management programs for Valley Regional Transit in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current project year project and the Transportation Development Plan for long-term vision.



| Funding Source | | FTA 5307 LU | | Program | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 753 | 753 | 602 | 151 | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1,232 | 1,232 | 986 | 246 | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,263 | 1,263 | 1,010 | 253 | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 1,295 | 1,295 | 1,036 | 259 | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,295 | 1,295 | 1,036 | 259 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 5,838 | 5,838 | 4,670 | 1,168 | |

Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 18842

Support

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$4,634

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

Project Description

Provide program support administration, short-range transit planning, and the implementation of a mobility management program in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



| Funding Source | | FTA 5307 SU | | Program | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1,123 | 1,123 | 898 | 225 | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,151 | 1,151 | 921 | 230 | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 1,180 | 1,180 | 944 | 236 | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,180 | 1,180 | 944 | 236 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 4,634 | 4,634 | 3,707 | 927 | |

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

Planning Study (PEL), High-Capacity Transit Corridor, COMPASS

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

Requesting Agency: COMPASS
 Project Year: 2024-2025
 Total Previous Allocations: \$0
 Total Programmed Budget: \$1,100
 Total Cost (Prev. + Prog.): \$1,100



Project Description

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

| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | 927 | 73 | |
| 2024 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 93 | 7 | |
| Fund Totals: | 0 | 1,100 | 0 | 0 | 0 | 0 | 1,100 | 1,019 | 81 | |

Planning, Communities in Motion Update, COMPASS

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

Requesting Agency: COMPASS
 Project Year: 2023-2026
 Total Previous Allocations: \$0
 Total Programmed Budget: \$636
 Total Cost (Prev. + Prog.): \$636



Project Description

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

| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 636 | 0 | 0 | 0 | 0 | 636 | 589 | 47 | |
| Fund Totals: | 0 | 636 | 0 | 0 | 0 | 0 | 636 | 589 | 47 | |

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

Planning, COMPASS – FY2023

Regionally Significant: Inflated

TIP Achievement:

Key # : 20560

Support

Requesting Agency: COMPASS

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$232

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

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |
| Fund Totals: | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |

Planning, COMPASS – FY2024

Regionally Significant: Inflated

TIP Achievement:

Key # : 22108

Support

Requesting Agency: COMPASS

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$330

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

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 57 | 0 | 0 | 0 | 0 | 57 | 53 | 4 | |
| 2024 | 0 | 174 | 0 | 0 | 0 | 0 | 174 | 161 | 13 | |
| Fund Totals: | 0 | 231 | 0 | 0 | 0 | 0 | 231 | 214 | 17 | |

| Funding Source | | STBG-U | | Program | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 | |
| Fund Totals: | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 | |

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

Planning, COMPASS – FY2025/FY2026

Regionally Significant: Inflated **TIP Achievement:**
Key # : 22387 Support

Requesting Agency: COMPASS
 Project Year: 2025
 Total Previous Allocations: \$0
 Total Programmed Budget: \$430
 Total Cost (Prev. + Prog.): \$430



Project Description

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

| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2025 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |
| Fund Totals: | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |

| Funding Source | | STBG-U | | Program | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2025 | 0 | 198 | 0 | 0 | 0 | 0 | 198 | 183 | 15 | |
| Fund Totals: | 0 | 198 | 0 | 0 | 0 | 0 | 198 | 183 | 15 | |

Planning, COMPASS – FY2026

Regionally Significant: Inflated **TIP Achievement:**
Key # : 22800 Support

Requesting Agency: COMPASS
 Project Year: 2026
 Total Previous Allocations: \$0
 Total Programmed Budget: \$232
 Total Cost (Prev. + Prog.): \$232



Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.

| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2026 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |
| Fund Totals: | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |

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

Planning, COMPASS – FY2027

Regionally Significant: Inflated

TIP Achievement:

Key # : 23327

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$331

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

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2027 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |
| Fund Totals: | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |

| Funding Source | | STBG-U | | Program | | | Local Hwy - Urban | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2027 | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 | |
| Fund Totals: | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 | |

Planning, COMPASS – FY2028

Regionally Significant: Inflated

TIP Achievement:

Key # : 23681

Support

Requesting Agency: COMPASS

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$232

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

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2028 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |
| Fund Totals: | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |

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

Planning, COMPASS – FY2029

Regionally Significant: Inflated

TIP Achievement:

Key #: 23682

Support

Requesting Agency: COMPASS

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$232

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

Project Description

Assist COMPASS in meeting federal transportation planning responsibilities.



| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2029 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |
| Fund Totals: | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 | |

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2023

Regionally Significant: Inflated

TIP Achievement:

Key #: 22108

Support

Requesting Agency: COMPASS

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$1,494

Total Cost (Prev. + Prog.): \$1,494

Project Description

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



| Funding Source | | Metropolitan Planning | | Program | | | Hwy - Metropolitan Planning | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 1,451 | 0 | 0 | 0 | 0 | 1,451 | 1,344 | 107 | |
| Fund Totals: | 0 | 1,451 | 0 | 0 | 0 | 0 | 1,451 | 1,344 | 107 | |

| Funding Source | | Metropolitan Planning | | Program | | | Hwy Safety - Local | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------------|---------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 43 | 0 | 0 | 0 | 0 | 43 | 34 | 9 | |
| Fund Totals: | 0 | 43 | 0 | 0 | 0 | 0 | 43 | 34 | 9 | |

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

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2024

Regionally Significant: Inflated TIP Achievement:
 Key #: 22494 Support

Requesting Agency: COMPASS
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$1,459
 Total Cost (Prev. + Prog.): \$1,459



Project Description

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

| Funding Source | | Metropolitan Planning | | Program | | | Hwy - Metropolitan Planning | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |
| Fund Totals: | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2025

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

Requesting Agency: COMPASS
 Project Year: 2025
 Total Previous Allocations: \$0
 Total Programmed Budget: \$1,459
 Total Cost (Prev. + Prog.): \$1,459



Project Description

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

| Funding Source | | Metropolitan Planning | | Program | | | Hwy - Metropolitan Planning | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2025 | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |
| Fund Totals: | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2026

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

Requesting Agency: COMPASS
 Project Year: 2026
 Total Previous Allocations: \$0
 Total Programmed Budget: \$1,459
 Total Cost (Prev. + Prog.): \$1,459



Project Description

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

| Funding Source | | Metropolitan Planning | | Program | | | Hwy - Metropolitan Planning | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2026 | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |
| Fund Totals: | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |

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

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2027

Regionally Significant: Inflated TIP Achievement:

Key #: 23772 Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,459

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

Project Description

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



| Funding Source | | Metropolitan Planning | | Program | | | Hwy - Metropolitan Planning | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2027 | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |
| Fund Totals: | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2028

Regionally Significant: Inflated TIP Achievement:

Key #: 23773 Support

Requesting Agency: COMPASS

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,459

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

Project Description

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



| Funding Source | | Metropolitan Planning | | Program | | | Hwy - Metropolitan Planning | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2028 | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |
| Fund Totals: | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |

Planning, FHWA Metropolitan Planning Funds, COMPASS – FY2029

Regionally Significant: Inflated TIP Achievement:

Key #: 23774 Support

Requesting Agency: COMPASS

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,459

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

Project Description

Metropolitan Planning Organization (MPO) planning funds from the Federal Highway Administration (FHWA).



| Funding Source | | Metropolitan Planning | | Program | | | Hwy - Metropolitan Planning | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2029 | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |
| Fund Totals: | 0 | 1,459 | 0 | 0 | 0 | 0 | 1,459 | 1,352 | 107 | |

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

Planning, FTA Metropolitan Planning Funds, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key # : 19144

Support

Requesting Agency: COMPASS

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,088

Total Cost (Prev. + Prog.): \$2,088

Project Description

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



| Funding Source | | FTA 5303 | | | | | | Program | | Transit Operations | | Local Match | | 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|--------------------|--|-------------|--|-------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | | | |
| 2023 | 0 | 424 | 0 | 0 | 0 | 0 | 424 | 393 | 31 | | | | | | |
| 2024 | 0 | 416 | 0 | 0 | 0 | 0 | 416 | 385 | 31 | | | | | | |
| 2025 | 0 | 416 | 0 | 0 | 0 | 0 | 416 | 385 | 31 | | | | | | |
| 2026 | 0 | 416 | 0 | 0 | 0 | 0 | 416 | 385 | 31 | | | | | | |
| 2027 | 0 | 416 | 0 | 0 | 0 | 0 | 416 | 385 | 31 | | | | | | |
| Fund Totals: | 0 | 2,088 | 0 | 0 | 0 | 0 | 2,088 | 1,935 | 153 | | | | | | |

Railroad Crossing, Benjamin Lane, Boise

Regionally Significant: Inflated

TIP Achievement:

Key # : 20537

Safety

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$20

Total Programmed Budget: \$316

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

Project Description

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



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

Railroad Crossing, Cherry Lane, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 23378

Safety

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$880

Total Cost (Prev. + Prog.): \$880

Project Description

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



| Funding Source | | Fed RRX | | Program | | | Hwy Safety - Federal Rail | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 10 | 840 | 850 | 0 | 850 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 10 | 840 | 850 | 0 | 850 | |

| Funding Source | | State | | Program | | | Leading Idaho | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 5 | 25 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | |
| Fund Totals: | 5 | 25 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | |

Railroad Crossing, Deb Lane Closure, near Parma

Regionally Significant: Inflated

TIP Achievement:

Key #: 23950

Safety

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$450

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

Project Description

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



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

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

Railroad Crossing, Karcher Road, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 23379

Safety

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$780

Total Cost (Prev. + Prog.): \$780

Project Description

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



| Funding Source | | State | | Program | | | Leading Idaho | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 5 | 25 | 0 | 0 | 0 | 750 | 780 | 0 | 780 | |
| Fund Totals: | 5 | 25 | 0 | 0 | 0 | 750 | 780 | 0 | 780 | |

Railroad Crossing, Lemp Lane, Canyon County

Regionally Significant: Inflated

TIP Achievement:

Key #: 20358

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$260

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

Project Description

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



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

Railroad Crossing, Look Lane, near Caldwell

Regionally Significant: Inflated TIP Achievement:

Key #: 20355 Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2026

Total Previous Allocations: \$304

Total Programmed Budget: \$557

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

Project Description

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



| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match 10.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 557 | 557 | 501 | 56 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 557 | 557 | 501 | 56 | | |

Railroad Crossing, Old Fort Boise Road, Canyon County

Regionally Significant: Inflated TIP Achievement:

Key #: 20606 Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2023

Total Previous Allocations: \$20

Total Programmed Budget: (\$20)

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

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 0.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | -10 | -10 | 0 | 0 | 0 | 0 | -20 | -20 | 0 | | |
| Fund Totals: | -10 | -10 | 0 | 0 | 0 | 0 | -20 | -20 | 0 | | |

Railroad Crossing, South 4th Avenue Closure, Caldwell

Regionally Significant: Inflated TIP Achievement:
 Key #: 24293 Safety

Requesting Agency: City of Caldwell
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$230
 Total Cost (Prev. + Prog.): \$230



Project Description

Remove the railroad crossing at South 4th Avenue in the City of Caldwell.

| Funding Source | | Fed RRX | | Program | | | | Hwy Safety - Federal Rail | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 200 | 0 | 30 | 230 | 230 | 0 | | |
| Fund Totals: | 0 | 0 | 0 | 200 | 0 | 30 | 230 | 230 | 0 | | |

Railroad Crossing, South Cole Road, Ada County

Regionally Significant: Inflated TIP Achievement:
 Key #: 23971 Safety

Requesting Agency: ITD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$777
 Total Cost (Prev. + Prog.): \$777



Project Description

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

| Funding Source | | State Rail | | Program | | | | Hwy Safety - Railroad Crossings | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 152 | 0 | 0 | 152 | 0 | 152 | | |
| Fund Totals: | 0 | 0 | 0 | 152 | 0 | 0 | 152 | 0 | 152 | | |

| Funding Source | | Leading Idaho | | Program | | | | Leading Idaho | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 75 | 25 | 0 | 225 | 0 | 300 | 625 | 0 | 625 | | |
| Fund Totals: | 75 | 25 | 0 | 225 | 0 | 300 | 625 | 0 | 625 | | |

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

Reconnecting, Accessibility, and Improving Safety and Equity, Nampa

Regionally Significant: Inflated

Key #: 23983

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$5,000

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

Project Description

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



TIP Achievement:

- System Performance
- Health
- Safety
- Active Transportation
- Asset Management

| Funding Source RAISE | | Program Hwy - Discretionary | | | | | Local Match 0.00% | | |
|----------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 5,000 | 0 | 0 | 0 | 0 | 5,000 | 5,000 | 0 |
| Fund Totals: | 0 | 5,000 | 0 | 0 | 0 | 0 | 5,000 | 5,000 | 0 |

Roadway and ADA Improvements, Boise Area – FY2024

Regionally Significant: Inflated

Key #: 20674

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$1,262

Total Programmed Budget: \$6,825

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

Project Description

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



TIP Achievement:

- Active Transportation
- Asset Management
- Safety

| Funding Source STBG-TMA | | Program Local Hwy - Transportation Management | | | | | Local Match 7.34% | | |
|-------------------------|-------------------------|---|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 408 | 0 | 0 | 0 | 408 | 378 | 30 |
| 2025 | 0 | 0 | 0 | 0 | 837 | 5,580 | 6,417 | 5,946 | 471 |
| Fund Totals: | 0 | 0 | 408 | 0 | 837 | 5,580 | 6,825 | 6,324 | 501 |

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

Roadway and ADA Improvements, Boise Area – FY2025

Regionally Significant: Inflated

Key #: 21896

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$29

Total Programmed Budget: \$9,986

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

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

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

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match 7.34% | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 1,526 | 0 | 0 | 0 | 0 | 1,526 | 1,414 | 112 |
| 2025 | 0 | 0 | 364 | 0 | 0 | 0 | 364 | 337 | 27 |
| 2026 | 0 | 0 | 0 | 0 | 1,056 | 7,040 | 8,096 | 7,502 | 594 |
| Fund Totals: | 0 | 1,526 | 364 | 0 | 1,056 | 7,040 | 9,986 | 9,253 | 733 |

Roadway and ADA Improvements, Boise Area – FY2027

Regionally Significant: Inflated

Key #: 22390

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$9,890

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

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

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

| Funding Source STBG-TMA | | | Program Local Hwy – CRRSAA 2021 | | | | | Local Match 7.34% | |
|-------------------------|-------------------------|------------------------------------|---------------------------------|-----------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 29 | 1,463 | 0 | 0 | 0 | 0 | 1,492 | 1,382 | 110 |
| Fund Totals: | 29 | 1,463 | 0 | 0 | 0 | 0 | 1,492 | 1,382 | 110 |

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match 7.34% | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 0 | 478 | 0 | 0 | 0 | 478 | 443 | 35 |
| 2027 | 0 | 0 | 0 | 0 | 1,032 | 6,888 | 7,920 | 7,339 | 581 |
| Fund Totals: | 0 | 0 | 478 | 0 | 1,032 | 6,888 | 8,398 | 7,782 | 616 |

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

Roadway and ADA Improvements, Boise Area – FY2028

Regionally Significant: Inflated

Key #: 22816

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$8,349

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

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

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

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | Local Match 7.34% | | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 1,259 | 0 | 0 | 0 | 0 | 1,259 | 1,167 | 92 |
| 2027 | 0 | 0 | 379 | 0 | 0 | 0 | 379 | 351 | 28 |
| 2028 | 0 | 0 | 0 | 0 | 872 | 5,809 | 6,681 | 6,191 | 490 |
| Fund Totals: | 0 | 1,259 | 379 | 0 | 872 | 5,809 | 8,319 | 7,708 | 611 |

| Funding Source AC (Local) | | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | | |
|---------------------------|-------------------------|------------------------------------|----------------------------------|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 30 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 |
| Fund Totals: | 30 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 |

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

Roadway and ADA Improvements, Boise Area – FY2029

Regionally Significant: Inflated

Key #: 23323

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$9,107

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

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

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

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | Local Match 7.34% | | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 1,308 | 0 | 0 | 0 | 0 | 1,308 | 1,212 | 96 |
| 2028 | 0 | 0 | 828 | 0 | 0 | 0 | 828 | 767 | 61 |
| 2029 | 0 | 0 | 0 | 0 | 906 | 6,035 | 6,941 | 6,432 | 509 |
| Fund Totals: | 0 | 1,308 | 828 | 0 | 906 | 6,035 | 9,077 | 8,411 | 666 |

| Funding Source AC (Local) | | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | | |
|---------------------------|-------------------------|------------------------------------|----------------------------------|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 30 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 |
| Fund Totals: | 30 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 |

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

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

Regionally Significant: Inflated

Key #: 20259

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$974

Total Programmed Budget: \$8,530

Total Cost (Prev. + Prog.): \$9,504

TIP Achievement:

Active Transportation

Asset Management

Safety



Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Allumbaugh Street, Franklin Road to Fairmont Street; Edgewood Road, Hill Road to Floating Feather Road; Goldenrod Avenue, western terminus to Cloverdale 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 |
| 2024 | 0 | 0 | 254 | 0 | 0 | 0 | 254 | 235 | 19 |
| Fund Totals: | 0 | 0 | 254 | 0 | 0 | 0 | 254 | 235 | 19 |

| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | Local Match 7.34% | | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2024 | 0 | 0 | 52 | 0 | 716 | 7,458 | 8,226 | 7,622 | 604 |
| Fund Totals: | 0 | 50 | 52 | 0 | 716 | 7,458 | 8,276 | 7,669 | 607 |

SH-16 and SH-44 Interchange, Star

Regionally Significant: Inflated

Key #: 23958

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$55,100

Total Cost (Prev. + Prog.): \$55,100

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

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

| Funding Source State | | | Program State Hwy - Early Development | | | | Local Match 100.00% | | |
|----------------------|-------------------------|------------------------------------|---------------------------------------|-----------|--------------------------|--------------|---------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 2,050 | 40,000 | 42,050 | 0 | 42,050 |
| 2025 | 0 | 0 | 0 | 0 | 3,050 | 10,000 | 13,050 | 0 | 13,050 |
| Fund Totals: | 0 | 0 | 0 | 0 | 5,100 | 50,000 | 55,100 | 0 | 55,100 |

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

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

Regionally Significant: Inflated

Key #: 23409

Requesting Agency: ITD

Project Year: 2024-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$69,948

Total Cost (Prev. + Prog.): \$69,948

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

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

| Funding Source | | 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 | |
| 2024 | 1 | 0 | 0 | 0 | 6,300 | 62,387 | 68,688 | 0 | 68,688 | |
| Fund Totals: | 1 | 0 | 0 | 0 | 6,300 | 62,387 | 68,688 | 0 | 68,688 | |

| Funding Source | | Leading Idaho | | 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 | |
| 2024 | 0 | 0 | 0 | 1,260 | 0 | 0 | 1,260 | 0 | 1,260 | |
| Fund Totals: | 0 | 0 | 0 | 1,260 | 0 | 0 | 1,260 | 0 | 1,260 | |

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

Regionally Significant: Inflated

Key #: 23956

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$87,200

Total Cost (Prev. + Prog.): \$87,200

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

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

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

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

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

Regionally Significant: Inflated

Key #: 23410

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$31,542

Total Programmed Budget: \$19,580

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

Project Description

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



TIP Achievement:

System Performance

NHS-LOTTR

Safety

| Funding Source | | TECM | | Program | | State Hwy - Safety & Capacity (Capacity) | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--|---------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 2,160 | 17,420 | 19,580 | 0 | 19,580 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 2,160 | 17,420 | 19,580 | 0 | 19,580 | |

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

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

Regionally Significant: Inflated

Key #: 20788

Requesting Agency: ITD

Project Year: 2019-2025

Total Previous Allocations: \$136,284

Total Programmed Budget: \$369

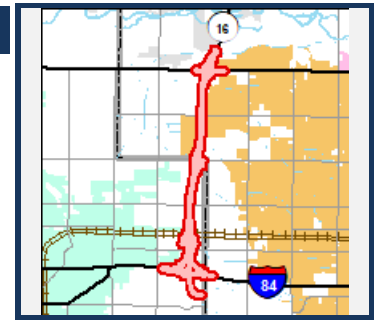
Total Cost (Prev. + Prog.): \$136,653

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Environmental re-evaluation, final design, and right-of-way acquisition to extend State Highway 16 between Interstate 84 and US Highway 20/26 (Chinden Boulevard) and State Highway 44 (State Street) in Ada and Canyon Counties. Work is for Phases 2 and 3 of this project. Phase 2 construction projects were split out into KN 23408, 23409, and 23410. Phase 3 completes the system interchange at Interstate 84 and service interchanges at Franklin Road, Ustick Road, US 20/26, and State Highway 44; construction will be broken out as funding is determined.

| Funding Source IM | | | Program State Hwy - Safety & Capacity (Capacity) | | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 7,500 | 0 | 0 | 0 | 7,500 | 6,950 | 551 |
| Fund Totals: | 0 | 0 | 7,500 | 0 | 0 | 0 | 7,500 | 6,950 | 551 |

| Funding Source GARVEE 2017 | | | Program Hwy GARVEE - 2017 Legislative Authoriz | | | | | Local Match 100.00% | |
|----------------------------|-------------------------|------------------------------------|--|-----------|--------------------------|--------------|---------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 19 | 73 | -8,915 | 1,904 | -39 | -415 | -7,373 | 0 | -7,373 |
| 2024 | -133 | -2,000 | -863 | 0 | 0 | 0 | -2,996 | 0 | -2,996 |
| Fund Totals: | -114 | -1,927 | -9,778 | 1,904 | -39 | -415 | -10,369 | 0 | -10,369 |

| Funding Source State | | | Program State Hwy - Safety & Capacity (Capacity) | | | | | Local Match 100.00% | |
|----------------------|-------------------------|------------------------------------|--|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 1,084 | 0 | 0 | 0 | 1,084 | 0 | 1,084 |
| Fund Totals: | 0 | 0 | 1,084 | 0 | 0 | 0 | 1,084 | 0 | 1,084 |

| 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 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Fund Totals: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |

| Funding Source NHPP | | | Program State Hwy - Bridge Restoration | | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 102 | 2,000 | 0 | 0 | 0 | 0 | 2,102 | 1,948 | 154 |
| Fund Totals: | 102 | 2,000 | 0 | 0 | 0 | 0 | 2,102 | 1,948 | 154 |

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

| Funding Source | | | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--|-----------|--------------------------|--------------|-------|---------------|-------------|
| Leading Idaho | | | 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 |
| 2024 | 0 | 51 | 0 | 0 | 0 | 0 | 51 | 0 | 51 |
| Fund Totals: | 0 | 51 | 0 | 0 | 0 | 0 | 51 | 0 | 51 |

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

Regionally Significant: Inflated

Key #: 23957

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$78,150

Total Cost (Prev. + Prog.): \$78,150

Project Description

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



TIP Achievement:

System Performance

NHS-LOTTR

Safety

| Funding Source | | | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|-------------------------------|-----------|--------------------------|--------------|--------|---------------|-------------|
| State | | | State Hwy - Early Development | | | | | 10000.00% | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 8,150 | 70,000 | 78,150 | -7,736,850 | 7,815,000 |
| Fund Totals: | 0 | 0 | 0 | 0 | 8,150 | 70,000 | 78,150 | -7,736,850 | 7,815,000 |

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

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

Regionally Significant: Inflated

Key #: 23408

Requesting Agency: ITD

Project Year: 2023-2024

Total Previous Allocations: \$300

Total Programmed Budget: \$88,071

Total Cost (Prev. + Prog.): \$88,371

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

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

| Funding Source | | Local Participating | | Program Hwy - Local Partnerships | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|----------------------------------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | 311 | 311 | 0 | 311 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 311 | 311 | 0 | 311 |

| Funding Source | | TECM | | Program State Hwy - Safety & Capacity (Capacity) | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|--|--------------------------|--------------|--------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 2,409 | 72,860 | 75,269 | 0 | 75,269 |
| Fund Totals: | 0 | 0 | 0 | 0 | 2,409 | 72,860 | 75,269 | 0 | 75,269 |

| Funding Source | | Leading Idaho | | Program Leading Idaho | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------------------|--------------------------|--------------|--------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 37 | 0 | 37 | 0 | 37 |
| 2024 | 0 | 0 | 0 | 0 | 2,454 | 0 | 2,454 | 0 | 2,454 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 10,000 | 10,000 | 0 | 10,000 |
| Fund Totals: | 0 | 0 | 0 | 0 | 2,491 | 10,000 | 12,491 | 0 | 12,491 |

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

SH-19, Simplot Boulevard to I-84, Caldwell

Regionally Significant: Inflated

TIP Achievement:

Key #: 23546

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2028

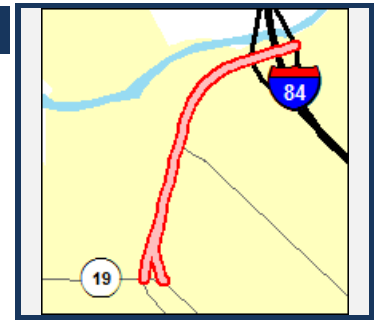
Total Previous Allocations: \$0

Total Programmed Budget: \$1,856

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

Project Description

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



| Funding Source | | STBG-State | | Program | | | | State Hwy - Pavement Preservation | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|-----------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 109 | 66 | 0 | 0 | 0 | 0 | 175 | 162 | 13 | | |
| 2028 | 0 | 0 | 0 | 0 | 190 | 1,491 | 1,681 | 1,558 | 123 | | |
| Fund Totals: | 109 | 66 | 0 | 0 | 190 | 1,491 | 1,856 | 1,720 | 136 | | |

SH-21, Mores Creek Bridge Repair, Ada County

Regionally Significant: Inflated

TIP Achievement:

Key #: 23879

Asset Management

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$6,902

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

Project Description

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



| Funding Source | | STBG-State | | Program | | | | State Hwy - Bridge Restoration | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|--------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 100 | 700 | 0 | 0 | 0 | 0 | 800 | 741 | 59 | | |
| 2026 | 0 | 0 | 0 | 0 | 796 | 5,306 | 6,102 | 5,654 | 448 | | |
| Fund Totals: | 100 | 700 | 0 | 0 | 796 | 5,306 | 6,902 | 6,395 | 507 | | |

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

SH-21, Pavement Preservation, Ada and Boise Counties

Regionally Significant: Inflated

Key #: 20612

Requesting Agency: ITD

Project Year: 2026

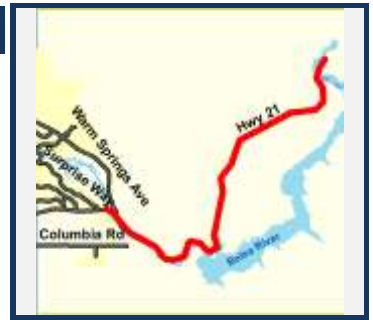
Total Previous Allocations: \$50

Total Programmed Budget: \$5,578

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

Project Description

Add sealcoat treatment on State Highway 21 from the Boise River in the City of Boise to the Banks Lowman Highway in Boise County (15% Ada County and 85% Boise County).



| Funding Source | | STBG-State | | Program | | | | State Hwy - Pavement Preservation | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-----------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2026 | 0 | 0 | 0 | 0 | 148 | 5,430 | 5,578 | 5,169 | 409 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 148 | 5,430 | 5,578 | 5,169 | 409 | | |

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

Regionally Significant: Inflated

Key #: 23535

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$1,218

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

Project Description

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



| Funding Source | | STBG-State | | Program | | | | State Hwy - Pavement Preservation | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-----------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 76 | 0 | 0 | 0 | 76 | 1,066 | 1,218 | 1,129 | 89 | | |
| Fund Totals: | 76 | 0 | 0 | 0 | 76 | 1,066 | 1,218 | 1,129 | 89 | | |

SH-44 (Glenwood) Corridor Plan, Garden City

Regionally Significant: Inflated

TIP Achievement:

Key #: **NEW15**

Support

Requesting Agency: City of Garden City

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$100

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

Project Description

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



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

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

Regionally Significant: Inflated

TIP Achievement:

Key #: **13476**

Health

Requesting Agency: ITD

Active Transportation

Project Year: 2022

Safety

Total Previous Allocations: \$0

Total Programmed Budget: (\$350)

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

System Performance

Project Description

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



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

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

Regionally Significant: Inflated

Key #: 20266

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$654

Total Programmed Budget: \$7,017

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

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

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

| Funding Source | | HB132 and HB312 | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 1,145 | 5,872 | 7,017 | 0 | 7,017 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 1,145 | 5,872 | 7,017 | 0 | 7,017 | | |

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

Regionally Significant: Inflated

Key #: 20574

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$1,461

Total Programmed Budget: \$11,863

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

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

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

| Funding Source | | NHPP | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|--|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2027 | 0 | 0 | 0 | 189 | 848 | 10,826 | 11,863 | 10,992 | 871 | | |
| Fund Totals: | 0 | 0 | 0 | 189 | 848 | 10,826 | 11,863 | 10,992 | 871 | | |

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

SH-44, I-84 to Star Road, Ada and Canyon Counties

Regionally Significant: Inflated **TIP Achievement:**
Key # : 24117 Asset Management

Requesting Agency: ITD
 Project Year: 2027
 Total Previous Allocations: \$0
 Total Programmed Budget: \$1,667
 Total Cost (Prev. + Prog.): \$1,667



Project Description

Provide a seal coat treatment to State Highway 44 from Interstate 84 east of the City of Caldwell in Canyon County to Star Road in the City of Star in Ada County. The treatment will maintain mobility by extending the life of the pavement.

| Funding Source | | NHPP Program State Hwy - Pavement Preservation | | | | | | Local Match 7.34% | |
|---------------------|-------------------------|--|--------------|-----------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 9 | 1 |
| 2027 | 0 | 0 | 0 | 0 | 54 | 1,603 | 1,657 | 1,535 | 122 |
| Fund Totals: | 10 | 0 | 0 | 0 | 54 | 1,603 | 1,667 | 1,545 | 122 |

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

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23182 Support

Requesting Agency: ITD
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$519
 Total Cost (Prev. + Prog.): \$519



Project Description

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

| Funding Source | | State Program State Highway - Safety | | | | | | Local Match 100.00% | |
|---------------------|-------------------------|--------------------------------------|--------------|-----------|--------------------------|--------------|------------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 |
| 2024 | 0 | 0 | 0 | 0 | 24 | 470 | 494 | 0 | 494 |
| Fund Totals: | 25 | 0 | 0 | 0 | 24 | 470 | 519 | 0 | 519 |

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

SH-44, SH-16 to SH-55 (Eagle Road), Canyon and Ada Counties

Regionally Significant: Inflated

TIP Achievement:

Key #: 24118

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$2,354

Total Cost (Prev. + Prog.): \$2,354

Project Description

Provide a sealcoat treatment on State Highway 44 from State Highway 16 in Canyon County to State Highway 55 (Eagle Road) in the City of Eagle in Ada County. The treatment will maintain mobility by extending the life of the pavement.



| 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 |
| 2025 | 52 | 0 | 0 | 0 | 0 | 0 | 52 | 48 | 4 |
| 2030 | 0 | 0 | 0 | 0 | 57 | 2,245 | 2,302 | 2,133 | 169 |
| Fund Totals: | 52 | 0 | 0 | 0 | 57 | 2,245 | 2,354 | 2,181 | 173 |

SH-45 and Locust Lane Intersection, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: 22717

Safety

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$147

Total Programmed Budget: \$2,704

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

Project Description

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



| Funding Source | | Program | | | | | | Local Match | |
|---------------------|-------------------------|--|--------------|-----------|--------------------------|--------------|--------------|---------------|--------------|
| State | | State Hwy - Safety & Capacity (Capacity) | | | | | | 100.00% | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 147 | 0 | 0 | 0 | 147 | 0 | 147 |
| 2027 | 0 | 0 | 0 | 0 | 221 | 1,716 | 1,937 | 0 | 1,937 |
| Fund Totals: | 0 | 0 | 147 | 0 | 221 | 1,716 | 2,084 | 0 | 2,084 |

| Funding Source | | Program | | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|---------------|-------------|
| Local Participating | | Hwy - Local Partnerships | | | | | | 100.00% | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 620 | 0 | 0 | 0 | 620 | 0 | 620 |
| Fund Totals: | 0 | 0 | 620 | 0 | 0 | 0 | 620 | 0 | 620 |

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

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

Regionally Significant: Inflated

Key #: 23561

Requesting Agency: ITD

Project Year: 2030

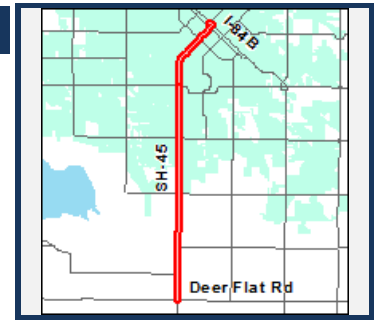
Total Previous Allocations: \$0

Total Programmed Budget: \$10,488

Total Cost (Prev. + Prog.): \$10,488

Project Description

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



TIP Achievement:

Asset Management

Safety

| Funding Source | | STBG-State | | Program | | | | State Hwy - Pavement Preservation | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------|-----------------------------------|-------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 107 | 520 | 0 | 0 | 0 | 0 | 627 | 581 | 46 | | |
| 2030 | 0 | 0 | 0 | 0 | 640 | 9,221 | 9,861 | 9,137 | 724 | | |
| Fund Totals: | 107 | 520 | 0 | 0 | 640 | 9,221 | 10,488 | 9,718 | 770 | | |

SH-45, Elijah Drain Culvert Repair, Nampa

Regionally Significant: Inflated

Key #: 24106

Requesting Agency: City of Nampa

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$205

Total Cost (Prev. + Prog.): \$205

Project Description

Repair a large culvert crossing on State Highway 45 in the City of Nampa.



TIP Achievement:

Asset Management

Safety

| Funding Source | | State | | Program | | | | State Hwy - Board Unallocated | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|-------------------------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 5 | 200 | 0 | 0 | 0 | 0 | 205 | 0 | 205 | | |
| Fund Totals: | 5 | 200 | 0 | 0 | 0 | 0 | 205 | 0 | 205 | | |

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

Regionally Significant: Inflated

Key #: 23626

Requesting Agency: ITD

Project Year: 2027

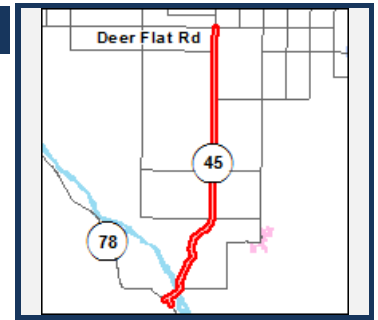
Total Previous Allocations: \$0

Total Programmed Budget: \$1,292

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

Project Description

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



| Funding Source | | STBG-State | | Program | | | | State Hwy - Pavement Preservation | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|-----------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 51 | 0 | 0 | 0 | 0 | 0 | 51 | 47 | 4 | | |
| 2027 | 0 | 0 | 0 | 0 | 56 | 1,185 | 1,241 | 1,150 | 91 | | |
| Fund Totals: | 51 | 0 | 0 | 0 | 56 | 1,185 | 1,292 | 1,197 | 95 | | |

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

Regionally Significant: Inflated

Key #: 23542

Requesting Agency: ITD

Project Year: 2027

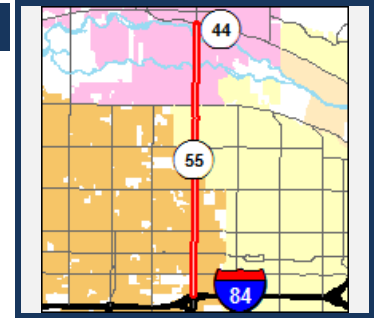
Total Previous Allocations: \$0

Total Programmed Budget: \$3,297

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

Project Description

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



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

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

Regionally Significant: Inflated

Key #: 22715

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$6,550

Total Programmed Budget: \$191,692

Total Cost (Prev. + Prog.): \$198,242

TIP Achievement:

System Performance

NHS-LOTTR

Safety



Project Description

Widen State Highway 55 (Karcher Road) from Farmway Road to Middleton Road in Canyon County. The project will add one travel lane in each direction to improve mobility and reduce crashes along the corridor. Work includes a continuous median traffic separation, with signalizations intersections at each mile, and u-turn opportunities at the half-mile.

| Funding Source | | State | | Program | | | | State Hwy - Early Development | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|-------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 9,461 | 111,180 | 120,641 | 0 | 120,641 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 9,461 | 111,180 | 120,641 | 0 | 120,641 | | |

| Funding Source | | TECM | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|--|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 3,745 | 45,220 | 100 | 0 | 0 | 49,065 | 0 | 49,065 | | |
| 2024 | 0 | 530 | 0 | 0 | 0 | 0 | 530 | 0 | 530 | | |
| 2025 | 0 | 0 | 20,839 | 0 | 0 | 0 | 20,839 | 0 | 20,839 | | |
| Fund Totals: | 0 | 4,275 | 66,059 | 100 | 0 | 0 | 70,434 | 0 | 70,434 | | |

| Funding Source | | Leading Idaho | | Program | | | | Leading Idaho | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 515 | 0 | 102 | 0 | 0 | 617 | 0 | 617 | | |
| Fund Totals: | 0 | 515 | 0 | 102 | 0 | 0 | 617 | 0 | 617 | | |

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

Regionally Significant: Inflated

Key #: 24390

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,025

Total Cost (Prev. + Prog.): \$1,025

TIP Achievement:

Support



Project Description

Remove and demolish vacant buildings along SH-55 that are in conflict with the ultimate widening of the state facility.

| Funding Source | | Leading Idaho | | Program | | | | Leading Idaho | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 25 | 1,000 | 1,025 | 0 | 1,025 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 25 | 1,000 | 1,025 | 0 | 1,025 | | |

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

Regionally Significant: Inflated

Key #: 23335

Requesting Agency: ITD

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$38,400

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

Project Description

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



TIP Achievement:

System Performance

NHS-LOTTR

Safety

| Cost Year* | Leading Idaho | | | Program | | | Leading Idaho | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------|---------------|-------------|---------------------|--|
| | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2025 | 0 | 8,200 | 10,200 | 0 | 0 | 0 | 18,400 | 0 | 18,400 | | |
| 2026 | 0 | 0 | 20,000 | 0 | 0 | 0 | 20,000 | 0 | 20,000 | | |
| Fund Totals: | 0 | 8,200 | 30,200 | 0 | 0 | 0 | 38,400 | 0 | 38,400 | | |

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

SH-55, Beacon Light Road to Brookside Lane, Ada County

Regionally Significant: Inflated

Key #: 23638

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$16,268

Total Cost (Prev. + Prog.): \$16,268

Project Description

Widen State Highway 55 from Beacon Light Road just north of the City of Eagle to Brookside Lane in Ada County. The project will reduce congestion and improve safety.



| 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 | |
| 2023 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | |
| Fund Totals: | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | |

| Funding Source | | State | | Program | | | State Hwy - Early Development | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 26 | 255 | 0 | 0 | 0 | 0 | 281 | 0 | 281 | |
| Fund Totals: | 26 | 255 | 0 | 0 | 0 | 0 | 281 | 0 | 281 | |

| Funding Source | | Private Developer | | Program | | | Hwy - Local Partnerships | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|---------------|--------------------------|---------------|---------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2025 | 234 | 499 | 222 | 0 | 0 | 0 | 955 | 0 | 955 | |
| 2028 | 0 | 0 | 2,120 | 0 | 0 | 0 | 2,120 | 0 | 2,120 | |
| 2029 | 0 | 0 | 0 | 0 | 766 | 12,121 | 12,887 | 0 | 12,887 | |
| Fund Totals: | 234 | 499 | 2,342 | 0 | 766 | 12,121 | 15,962 | 0 | 15,962 | |

SH-55, Pavement Preservation, Sealcoat, Owyhee and Canyon Counties

Regionally Significant: Inflated

Key #: 23163

Requesting Agency: ITD

Project Year: 2027

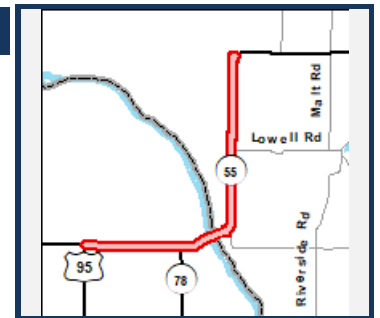
Total Previous Allocations: \$0

Total Programmed Budget: \$962

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

Project Description

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



| Funding Source | | NHPP | | Program | | | State Hwy - Pavement Preservation | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 28 | 0 | 0 | 0 | 0 | 0 | 28 | 26 | 2 | |
| 2027 | 0 | 0 | 0 | 0 | 29 | 905 | 934 | 865 | 69 | |
| Fund Totals: | 28 | 0 | 0 | 0 | 29 | 905 | 962 | 891 | 71 | |

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

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 20506

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2023

Total Previous Allocations: \$200

Total Programmed Budget: \$23,311

Total Cost (Prev. + Prog.): \$23,511

Project Description

Rehabilitate approximately 18 miles of pavement on State Highway 55 from State Highway 44 (State Street) to the Payette River Bridge in Ada and Boise Counties. Work includes widening State Highway 55 to provide turn bays and acceleration lanes at north McLeod Way and building a precast arch bridge for the north McLeod Way underpass. (45% Ada County and 55% Boise County)



| Funding Source | | NHPP | | Program | | | | State Hwy - Restoration | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|---------------|---------------|-------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 3 | 0 | 0 | 0 | 1,399 | 14,504 | 15,906 | 14,738 | 1,168 | | |
| Fund Totals: | 3 | 0 | 0 | 0 | 1,399 | 14,504 | 15,906 | 14,738 | 1,168 | | |

| Funding Source | | STBG-TMA | | Program | | | | Local Hwy - CRRSAA 2021 | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|-------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 130 | 0 | 130 | 120 | 10 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 130 | 0 | 130 | 120 | 10 | | |

| Funding Source | | Private Developer | | Program | | | | Hwy - State Planning & Research | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|---------------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 7,275 | 7,275 | 0 | 7,275 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 7,275 | 7,275 | 0 | 7,275 | | |

SH-69, Pavement Preservation, Sealcoat, Kuna to Meridian

Regionally Significant: Inflated

TIP Achievement:

Key #: 22699

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2024

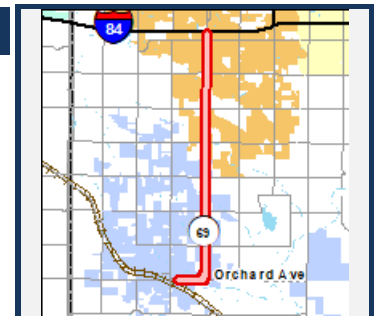
Total Previous Allocations: \$25

Total Programmed Budget: \$2,602

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

Project Description

Sealcoat the pavement surface on State Highway 69 (Meridian Road), from Orchard Avenue in the City of Kuna to Interstate 84 in the City of Meridian, to improve ride quality and extend the pavement lifespan.



| Funding Source | | STBG-State | | Program | | | | State Hwy - Pavement Preservation | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|-----------------------------------|-------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 191 | 2,411 | 2,602 | 2,411 | 191 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 191 | 2,411 | 2,602 | 2,411 | 191 | | |

Sign Repairs, East Boise Port of Entry, Boise

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 24245 Support

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



Project Description

Replace the current Variable Message Signs and support structures located on both sides of Interstate 84, East Boise Port of Entry.

| Funding Source | | State | | Program | | | State Hwy - Board Unallocated | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 20 | 0 | 0 | 0 | 0 | 430 | 450 | 0 | 450 | |
| Fund Totals: | 20 | 0 | 0 | 0 | 0 | 430 | 450 | 0 | 450 | |

Smart Trips Treasure Valley, ACHD

Regionally Significant: Inflated **TIP Achievement:**
 Key #: 23674 Active Transportation
 Requesting Agency: ACHD Public Transportation
 Project Year: 2023

Total Previous Allocations: \$0
 Total Programmed Budget: \$453
 Total Cost (Prev. + Prog.): \$453



Project Description

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

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

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

SR2S, VRT, Ada County – FY2023

Regionally Significant: Inflated

Key #: 20493

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$171

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

Project Description

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

TIP Achievement:

Active Transportation

Safety



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | 171 | 171 | 158 | 13 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 171 | 171 | 158 | 13 |

SR2S, VRT, Ada County – FY2024

Regionally Significant: Inflated

Key #: 21910

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$292

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

Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service years FY2024.

TIP Achievement:

Active Transportation

Safety



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 292 | 292 | 271 | 21 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 292 | 292 | 271 | 21 |

SR2S, VRT, Ada County – FY2025

Regionally Significant: Inflated

Key #: 23943

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$214

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

Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2025.



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

SR2S, VRT, Ada County – FY2026

Regionally Significant: Inflated

Key #: 23834

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$231

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

Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2026.



| Funding Source TAP-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 0 | 0 | 0 | 0 | 231 | 231 | 214 | 17 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 231 | 231 | 214 | 17 |

SR2S, VRT, Ada County – FY2027

Regionally Significant: Inflated

Key #: 23306

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$303

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

Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2027.



| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Management | | | | | Local Match 7.34% | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 0 | 303 | 303 | 281 | 22 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 303 | 303 | 281 | 22 |

SR2S, VRT, Ada County – FY2028

Regionally Significant: Inflated

Key #: 23668

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$280

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

Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2028.



| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2028 | 0 | 0 | 0 | 0 | 0 | 280 | 280 | 259 | 21 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 280 | 280 | 259 | 21 |

SR2S, VRT, Ada County – FY2029

Regionally Significant: Inflated

Key #: 23670

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$315

Total Cost (Prev. + Prog.): \$315

Project Description

Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service year FY2029.



| Funding Source STBG-TMA | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|-------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2029 | 0 | 0 | 0 | 0 | 0 | 315 | 315 | 292 | 23 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 315 | 315 | 292 | 23 |

SR2S, VRT, Canyon County – FY2022-2025

Regionally Significant: Inflated

Key #: 22922

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$265

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

Project Description

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



| Funding Source TAP-State | | | Program Local Hwy - Transportation Alternatives | | | | | Local Match 7.34% | |
|--------------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | 65 | 65 | 60 | 5 |
| 2024 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 93 | 7 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 93 | 7 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 265 | 265 | 246 | 19 |

SR2S, VRT, Canyon County – FY2027

Regionally Significant: Inflated

Key #: 23924

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$50

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

Project Description

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

TIP Achievement:

Active Transportation

Safety



| Funding Source | | STBG-U | | Program | | | Local Hwy - Urban | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2027 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 46 | 4 | |
| Fund Totals: | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 46 | 4 | |

State Street and Collister Drive Intersection, Boise

Regionally Significant: Inflated

Key #: 13481

Requesting Agency: ACHD

Project Year: 2018

Total Previous Allocations: \$13,024

Total Programmed Budget: \$82

Total Cost (Prev. + Prog.): \$13,106

Project Description

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

TIP Achievement:

System Performance

Active Transportation



| Funding Source | | Non-Participating (Local) | | Program | | | Hwy - Local Partnerships | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 34 | 0 | 0 | 15 | 33 | 82 | 0 | 82 | |
| Fund Totals: | 0 | 34 | 0 | 0 | 15 | 33 | 82 | 0 | 82 | |

State Street, Hertford Way to Ellens Ferry Drive, Boise

Regionally Significant: Inflated

Key #: IN210-03

Requesting Agency: ACHD

Project Year: 2025-2026

Total Previous Allocations: \$576

Total Programmed Budget: \$8,555

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

TIP Achievement:

Open Space

Active Transportation

System Performance

Safety



Project Description

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

| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|--------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 21 | 1,349 | 0 | 0 | 0 | 1,370 | 0 | 1,370 |
| 2025 | 0 | 0 | 100 | 449 | 60 | 5,890 | 6,499 | 0 | 6,499 |
| 2026 | 0 | 0 | 0 | 51 | 0 | 635 | 686 | 0 | 686 |
| Fund Totals: | 0 | 21 | 1,449 | 500 | 60 | 6,525 | 8,555 | 0 | 8,555 |

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

Regionally Significant: Inflated

Key #: 23630

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$3,000

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

TIP Achievement:

Support



Project Description

Conduct a Planning and Environmental Linkages (PEL) study to evaluate the environmental impacts of widening or realigning State Highway 44 between Interstate 84 and Star Road in Canyon County. (Included as a "hold." Construction is unfunded.)

| Funding Source STBG-State Program State Hwy - Early Development | | | | | | | Local Match 7.34% | | |
|---|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 3,000 | 0 | 0 | 0 | 0 | 3,000 | 2,780 | 220 |
| Fund Totals: | 0 | 3,000 | 0 | 0 | 0 | 0 | 3,000 | 2,780 | 220 |

Study, Big Data Purchase, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 22394

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$150

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

Project Description

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



| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match | | 7.34% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------|--|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2025 | 0 | 150 | 0 | 0 | 0 | 0 | 150 | 139 | 11 | | |
| Fund Totals: | 0 | 150 | 0 | 0 | 0 | 0 | 150 | 139 | 11 | | |

Study, Carbon Reduction Strategy, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 24233

Support

Requesting Agency: COMPASS

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$180

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

Project Description

This project supports the development of a regional Carbon Reduction Strategy to further the analysis and implementation strategies of the State's Carbon Reduction Strategy required by IJJA. This study will investigate vehicle alternatives, mode choices, construction practices, and infrastructure investments to reduce transportation-related greenhouse gas emissions and establish performance measures and targets for greenhouse gas emission reductions. The project will include an analysis of the regional transportation system's contributions to greenhouse gas emissions and evaluate strategies based on their impact on air quality and cost-effectiveness. The most impactful and cost-effective strategies will be identified.



| Funding Source | | CRP-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match | | 7.34% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------|--|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 180 | 0 | 0 | 0 | 0 | 180 | 167 | 13 | | |
| Fund Totals: | 0 | 180 | 0 | 0 | 0 | 0 | 180 | 167 | 13 | | |

Study, Chinden Drainage and Design Plan, Garden City

Regionally Significant: Inflated TIP Achievement:
 Key #: 23311 Support

Requesting Agency: City of Garden City

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$200

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

Project Description

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



| Funding Source | | | STBG-TMA | | | | Program | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|---------------------------------------|--|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | 200 | 0 | 0 | 0 | 0 | 200 | 185 | 15 | | | |
| Fund Totals: | 0 | 200 | 0 | 0 | 0 | 0 | 200 | 185 | 15 | | | |

Study, Coordinate Local Waterway-Pathway Plans, COMPASS

Regionally Significant: Inflated TIP Achievement:
 Key #: 23312 Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$120

Total Cost (Prev. + Prog.): \$120

Project Description

Collaborate with local agencies in Ada and Canyon Counties to coordinate the waterway-pathway plans they have developed/are developing. Scope includes an analysis of potential connections to other pathways, implementation strategies, cost estimates, and funding options.



| Funding Source | | | STBG-TMA | | | | Program | | Local Hwy - Transportation Management | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|---------------------------------------|--|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2025 | 0 | 120 | 0 | 0 | 0 | 0 | 120 | 111 | 9 | | | |
| Fund Totals: | 0 | 120 | 0 | 0 | 0 | 0 | 120 | 111 | 9 | | | |

Study, Fiscal Impact Analysis, COMPASS

Regionally Significant: Inflated **TIP Achievement:**
Key # : 22395 Support

Requesting Agency: COMPASS
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$60
 Total Cost (Prev. + Prog.): \$60



Project Description

To better implement the goals of Communities in Motion, this project will provide information on the fiscal impact of various growth patterns. Work will update the fiscal impact analysis calculator in the COMPASS development checklist for highlighting the costs of development, and conduct outreach and training for local decision-makers so that fiscal analysis can be used in local land use decision making.

| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match | | 7.34% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------|--|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 60 | 0 | 0 | 0 | 0 | 60 | 56 | 4 | | |
| Fund Totals: | 0 | 60 | 0 | 0 | 0 | 0 | 60 | 56 | 4 | | |

Study, I-84, SH-44 to Centennial Way, Canyon County

Regionally Significant: Inflated **TIP Achievement:**
Key # : 23341 Support

Requesting Agency: ITD
 Project Year: 2024
 Total Previous Allocations: \$1,700
 Total Programmed Budget: \$2,000
 Total Cost (Prev. + Prog.): \$3,700



Project Description

Corridor study on I-84 from SH-44 (Exit 25) to Centennial Way (Exit 27) in the City of Caldwell to evaluate capacity and safety improvements needed. Design, right-of-way acquisition, and construction projects may be split into separate key numbers when funding is available.

| Funding Source | | Leading Idaho | | Program | | | Leading Idaho | | Local Match | | 100.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------|---------------|-------------|--|---------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 2,000 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | | |
| Fund Totals: | 0 | 2,000 | 0 | 0 | 0 | 0 | 2,000 | 0 | 2,000 | | |

Study, Interchange Modification Report, I-84 and SH-16, Nampa

Regionally Significant: Inflated TIP Achievement:
 Key #: 24237 Support

Requesting Agency: City of Nampa
 Project Year: 2023-2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$1,450
 Total Cost (Prev. + Prog.): \$1,450



Project Description

Conduct a study to complete an Interchange Modification Report (IMR) and National Environmental Policy Act (NEPA) study for southerly access to the new Interstate 84 and State Highway 16 Interchange in the City of Nampa. The IMR was prioritized in the East Nampa Connectivity Plan. The NEPA is anticipated to require an environmental impact statement (EIS).

| Funding Source Local (Regionally Significant) Program Hwy - Non-Participating | | | | | | | | Local Match 100.00% | |
|---|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 4 | 896 | 0 | 0 | 0 | 0 | 900 | 0 | 900 |
| 2024 | 0 | 550 | 0 | 0 | 0 | 0 | 550 | 0 | 550 |
| Fund Totals: | 4 | 1,446 | 0 | 0 | 0 | 0 | 1,450 | 0 | 1,450 |

Study, Safety Action Plan, COMPASS

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

Requesting Agency: COMPASS
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$490
 Total Cost (Prev. + Prog.): \$490



Project Description

Develop a safety action plan and strategies for Ada and Canyon Counties. (Funded with FY2022 Safe Streets and Roads For All Discretionary Grant.)

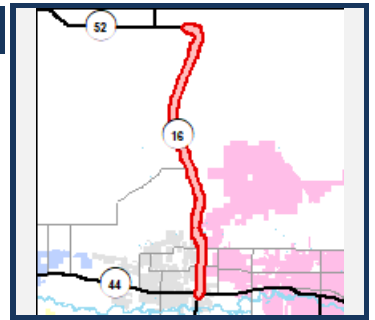
| Funding Source RAISE Program Hwy - Discretionary | | | | | | | | Local Match 20.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|--------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 490 | 0 | 0 | 0 | 0 | 490 | 392 | 98 |
| Fund Totals: | 0 | 490 | 0 | 0 | 0 | 0 | 490 | 392 | 98 |

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

Study, SH-16, SH-44 to Junction SH-52, Environmental Re-evaluation

Regionally Significant: Inflated TIP Achievement:
 Key #: 23175 Support

Requesting Agency: ITD
 Project Year: 2023
 Total Previous Allocations: \$0
 Total Programmed Budget: \$3,000
 Total Cost (Prev. + Prog.): \$3,000



Project Description

Re-evaluate the environmental assessment regarding proposed improvements to State Highway 16 from State Highway 44 in Ada County to the junction of State Highway 52 in the City of Emmett in Gem County to reaffirm the Idaho Transportation Department's proposed improvements on the corridor. (Included as a "hold." Construction is unfunded.)

| Funding Source | | STBG-State | | Program | | | State Hwy - Early Development | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 50 | 2,950 | 0 | 0 | 0 | 0 | 3,000 | 2,780 | 220 | |
| Fund Totals: | 50 | 2,950 | 0 | 0 | 0 | 0 | 3,000 | 2,780 | 220 | |

Study, SH-44, Star Road to SH-55 (Eagle Road)

Regionally Significant: Inflated TIP Achievement:
 Key #: 07827 Support

Requesting Agency: ITD
 Project Year: 2022
 Total Previous Allocations: \$5,556
 Total Programmed Budget: \$1,065
 Total Cost (Prev. + Prog.): \$6,621



Project Description

Study the SH-44 corridor to recommend possible future improvements from Star Road to SH-55 (Eagle Road).

| Funding Source | | STBG-State | | Program | | | Hwy - State Planning & Research | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 68 | 997 | 0 | 0 | 0 | 0 | 1,065 | 987 | 78 | |
| Fund Totals: | 68 | 997 | 0 | 0 | 0 | 0 | 1,065 | 987 | 78 | |

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

Study, SH-45 NEPA, Nampa

Regionally Significant: Inflated

TIP Achievement:

Key #: **NEW12**

Support

Requesting Agency: City of Nampa

Project Year: 2024

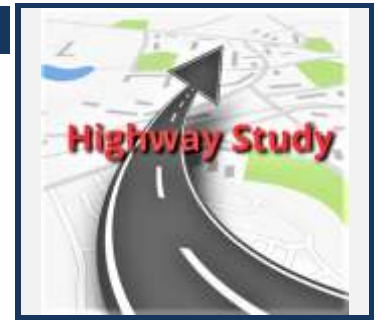
Total Previous Allocations: \$0

Total Programmed Budget: \$605

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

Project Description

Complete a National Environmental Policy Act (NEPA) Study to determine the preferred realignment option of State Highway 45 in the City of Nampa. This is the next step in development after the Planning and Environmental Linkages (PEL) Study.



| 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 | 5 | 400 | 0 | 0 | 0 | 0 | 405 | 0 | 405 | |
| 2024 | 0 | 200 | 0 | 0 | 0 | 0 | 200 | 0 | 200 | |
| Fund Totals: | 5 | 600 | 0 | 0 | 0 | 0 | 605 | 0 | 605 | |

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

Regionally Significant: Inflated

TIP Achievement:

Key #: **21906**

Support

Requesting Agency: ITD

Project Year: 2019

Total Previous Allocations: \$2,772

Total Programmed Budget: (\$177)

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

Project Description

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



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

Study, Smart Corridors, Nampa Area, COMPASS

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

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



Project Description

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

| Funding Source | | STBG-U | Program | | | | Local Hwy - Urban | Local Match | | 7.34% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------|---------------|-------------|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| PD | 0 | 164 | 0 | 0 | 0 | 0 | 164 | 152 | 12 | |
| Fund Totals: | 0 | 164 | 0 | 0 | 0 | 0 | 164 | 152 | 12 | |

Study, Transportation Demand Management Plan, COMPASS

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

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



Project Description

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

| Funding Source | | STBG-TMA | Program | | | | Local Hwy - Transportation Management | Local Match | | 7.34% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2027 | 0 | 150 | 0 | 0 | 0 | 0 | 150 | 139 | 11 | |
| Fund Totals: | 0 | 150 | 0 | 0 | 0 | 0 | 150 | 139 | 11 | |

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

Study, Transportation System Management and Operations Plan, COMPASS

Regionally Significant: Inflated

TIP Achievement:

Key #: 23678

Support

Requesting Agency: COMPASS

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$250

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

Project Description

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



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

Ten Mile Road, Victory Road to Overland Road, Meridian

Regionally Significant: Inflated

TIP Achievement:

Key #: RC0299

System Performance

Requesting Agency: ACHD

Active Transportation

Project Year: 2022-2023

Safety

Total Previous Allocations: \$2,738

Total Programmed Budget: \$298

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

Project Description

Widen Ten Mile Road, from Victory Road to Overland Road in the City of Meridian, to five lanes with enhanced pedestrian and bicycle facilities on both sides of the roadway.



| Funding Source | | Local (Regionally Significant) | | Program | | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--------------------------|-------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 298 | 298 | 0 | 298 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 298 | 298 | 0 | 298 | | |

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

Transit - Above and Beyond ADA Paratransit, Nampa Area

Regionally Significant: Inflated

TIP Achievement:

Key #: 20043

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$762

Total Cost (Prev. + Prog.): \$762

Project Description

Provide service above and beyond Americans with Disabilities Act (ADA) requirements for paratransit in the Nampa Urbanized Area. Provides service from FY2022 through FY2026. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



| Funding Source | | FTA 5307 SU | | | | | Program | | Transit Operations | | Local Match 50.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|--------------------|--|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2024 | 0 | 762 | 0 | 0 | 0 | 0 | 762 | 381 | 381 | | | |
| Fund Totals: | 0 | 762 | 0 | 0 | 0 | 0 | 762 | 381 | 381 | | | |

Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19691

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,693

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

Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



| Funding Source | | FTA 5310 LU | | | | | Program | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-----------------|--|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 325 | 325 | 260 | 65 | | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 592 | 592 | 474 | 118 | | | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 592 | 592 | 474 | 118 | | | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 592 | 592 | 474 | 118 | | | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 592 | 592 | 474 | 118 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 2,693 | 2,693 | 2,154 | 539 | | | |

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

Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19464a

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$606

Total Programmed Budget: \$2,480

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

Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Nampa Urbanized Area. Additional details about this program are included in ITD's programming documents. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



| Funding Source | | FTA 5310 SU | | Program | | | Transit Capital | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 496 | 496 | 397 | 99 | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 496 | 496 | 397 | 99 | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 496 | 496 | 397 | 99 | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 496 | 496 | 397 | 99 | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 496 | 496 | 397 | 99 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 2,480 | 2,480 | 1,984 | 496 | |

Transit - Fixed Line Service, Rural Areas, TVT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19983

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$4,182

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

Project Description

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



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

Transit - Nampa Property Acquisition, TVT

Regionally Significant: Inflated

TIP Achievement:

Key #: 20136c

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,940

Total Cost (Prev. + Prog.): \$1,940

Project Description

Property acquisition of a new facility for Treasure Valley Transit.



| Funding Source | | FTA 5339 R | | Program | | | Transit Capital | | Local Match | | 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|-------------|--|--------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 1,940 | 1,940 | 1,552 | 388 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,940 | 1,940 | 1,552 | 388 | | | |

Transit - Nampa Transit Oriented Development, Planning, TVT

Regionally Significant: Inflated

TIP Achievement:

Key #: 20789

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$313

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

Project Description

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



| Funding Source | | FTA 5307 SU | | Program | | | Transit Capital | | Local Match | | 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|-------------|--|--------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | 313 | 0 | 0 | 0 | 0 | 313 | 250 | 63 | | | |
| Fund Totals: | 0 | 313 | 0 | 0 | 0 | 0 | 313 | 250 | 63 | | | |

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

Transit - Nampa Transit-Oriented Development, Property, TVT

Regionally Significant: Inflated

Key #: 20136d

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$1,125

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

Project Description

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



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

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

Regionally Significant: Inflated

Key #: 18786

TIP Achievement:

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$7,526

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

Project Description

Provide for fixed route and mobility management operations and services in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



| Funding Source | | FTA 5307 SU | | Program | | | Transit Operations | | Local Match | | 50.00% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------------|---------------|-------------|--|--------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1,834 | 1,834 | 917 | 917 | | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,872 | 1,872 | 936 | 936 | | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 1,910 | 1,910 | 955 | 955 | | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,910 | 1,910 | 955 | 955 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 7,526 | 7,526 | 3,763 | 3,763 | | |

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

Transit - Operations - Mobility Management, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19041

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$10,851

Total Cost (Prev. + Prog.): \$10,851

Project Description

Provide operations for mobility management programs in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



| Funding Source | | FTA 5307 LU | | | | | | Program | | Transit Operations | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|---------------|---------------|---------------|--------------|--------------------|--|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 5,195 | 5,195 | 2,598 | 2,598 | | | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1,414 | 1,414 | 707 | 707 | | | | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,414 | 1,414 | 707 | 707 | | | | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 1,414 | 1,414 | 707 | 707 | | | | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,414 | 1,414 | 707 | 707 | | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 10,851 | 10,851 | 5,426 | 5,426 | | | | |

Transit - Operations, Kuna Senior Center

Regionally Significant: Inflated

TIP Achievement:

Key #: 19464f

Public Transportation

Requesting Agency: Kuna Senior Center

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$96

Total Cost (Prev. + Prog.): \$96

Project Description

To supplement the operations costs for the Kuna Senior Center transportation program in the City of Kuna.



| Funding Source | | FTA 5310 R | | | | | | Program | | Transit Operations | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------|---------------|-------------|--------------------|--|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 24 | 24 | | | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 24 | 24 | | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 96 | 96 | 48 | 48 | | | | |

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

Transit - Orchard Transit Facility Improvements, VRT, Boise

Regionally Significant: Inflated

Key #: 24221

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$2,785

Total Cost (Prev. + Prog.): \$2,785

TIP Achievement:

Public Transportation

Transit Asset Management

Safety



Project Description

Expand and improve the Orchard Transit Facility near the Boise Airport in the City of Boise. The project will improve site efficiency, safety, and security by separating visitor parking from bus traffic and includes security fencing, a new gate, 4500 square feet of covered storage and office space to provide space for bus equipment and maintenance for premium corridor and other system enhancements (e.g. bus shelters, benches, ticket vending machines).

| Funding Source | | | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|---------------|-------------|
| STBG-TMA | | | Local Hwy - Transportation Alternatives | | | | | 7.34% | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 0 | 424 | 424 | 393 | 31 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 424 | 424 | 393 | 31 |

| Funding Source | | | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|---------------|-------------|
| CRP-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 | 510 | 0 | 0 | 0 | 672 | 1,182 | 1,095 | 87 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,179 | 1,179 | 1,092 | 87 |
| Fund Totals: | 0 | 510 | 0 | 0 | 0 | 1,851 | 2,361 | 2,188 | 173 |

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

Regionally Significant: Inflated

Key #: 18914

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,644

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

TIP Achievement:

Public Transportation

Transit Asset Management



Project Description

Provide preventive maintenance and complementary paratransit to sustain vehicle and facility safety and security in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

| Funding Source | | | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|-----------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| FTA 5307 SU | | | Transit Capital | | | | | 20.00% | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | 565 | 565 | 452 | 113 |
| 2024 | 0 | 0 | 0 | 0 | 0 | 426 | 426 | 341 | 85 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 437 | 437 | 350 | 87 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 608 | 608 | 486 | 122 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 608 | 608 | 486 | 122 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 2,644 | 2,644 | 2,115 | 529 |

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

Transit - Preventive Maintenance and Paratransit, Boise Area, VRT

Regionally Significant: Inflated

Key #: 19137

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$17,073

Total Cost (Prev. + Prog.): \$17,073

Project Description

Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | FTA 5307 LU | | Program | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|-----------------|--------|--------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | 2,447 | 2,447 | 1,958 | 489 |
| 2024 | 0 | 0 | 0 | 0 | 0 | 3,680 | 3,680 | 2,944 | 736 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 3,670 | 3,670 | 2,936 | 734 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 3,638 | 3,638 | 2,910 | 728 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 3,638 | 3,638 | 2,910 | 728 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 17,073 | 17,073 | 13,658 | 3,415 |

Transit - Preventive Maintenance, Kuna Senior Center

Regionally Significant: Inflated

Key #: NEW03

Requesting Agency: Kuna Senior Center

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$6

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

Project Description

For routine annual maintenance for the Kuna Senior Center transportation vehicles in the City of Kuna.

TIP Achievement:

Public Transportation



| Funding Source | | State | | Program | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|-----------------|-------|--------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 5 | 1 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 5 | 1 |

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

Transit - Purchase of Service, Rural Areas, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 19464g

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$290

Total Cost (Prev. + Prog.): \$290

Project Description

Coordinate purchase of service to support trips with at least one leg in rural areas of Ada and Canyon Counties. The service includes the unincorporated areas of the counties, as well as the Cities of Parma, Wilder, Greenleaf, Notus, Melba, Kuna, and Star.



| Funding Source | | FTA 5310 R | | | | | Program | | Transit Capital | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-----------------|--------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 20.00% | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 145 | 145 | 116 | 29 | | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 145 | 145 | 116 | 29 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 290 | 290 | 232 | 58 | | | |

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 18788

Public Transportation

Requesting Agency: Valley Regional Transit

Asset Management

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,433

Total Cost (Prev. + Prog.): \$1,433

Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.



| Funding Source | | FTA 5307 LU | | | | | Program | | Transit Capital | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------|---------------|-----------------|--------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 20.00% | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 1,161 | 1,161 | 929 | 232 | | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 83 | 83 | 66 | 17 | | | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 63 | 63 | 50 | 13 | | | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 63 | 63 | 50 | 13 | | | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 63 | 63 | 50 | 13 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,433 | 1,433 | 1,146 | 287 | | | |

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

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

Regionally Significant: Inflated

Key #: 19122

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,696

Total Cost (Prev. + Prog.): \$2,696

Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | FTA 5339 LU | | Program | | | Transit Capital | | Local Match | | 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|-------------|--|--------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 144 | 144 | 115 | 29 | | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 638 | 638 | 510 | 128 | | | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 638 | 638 | 510 | 128 | | | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 638 | 638 | 510 | 128 | | | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 638 | 638 | 510 | 128 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 2,696 | 2,696 | 2,157 | 539 | | | |

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

Regionally Significant: Inflated

Key #: 23667

Requesting Agency: Valley Regional Transit

Project Year: 2023

Total Previous Allocations: \$0

Total Programmed Budget: \$1,689

Total Cost (Prev. + Prog.): \$1,689

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2023 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match | | 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------|--|-------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 1,689 | 1,689 | 1,565 | 124 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,689 | 1,689 | 1,565 | 124 | | | |

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

Regionally Significant: Inflated

Key #: 20659

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$1,789

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

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2024 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match | | 7.34% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------|--|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1,789 | 1,789 | 1,658 | 131 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,789 | 1,789 | 1,658 | 131 | | |

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

Regionally Significant: Inflated

Key #: 21903

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,829

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

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2025 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | STBG-TMA | | Program | | | Local Hwy - Transportation Management | | Local Match | | 7.34% |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------------------------------|---------------|-------------|--|-------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,829 | 1,829 | 1,695 | 134 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,829 | 1,829 | 1,695 | 134 | | |

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

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

Regionally Significant: Inflated

Key #: 22393

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,866

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

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2026 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------------------|--------------|-------|---------------|---------------------------------------|-----|-------------------|--|
| STBG-TMA | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | | | | | | | | |
| 2026 | 0 | 0 | 0 | 0 | 1,866 | 1,866 | 1,729 | 137 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 1,866 | 1,866 | 1,729 | 137 | | |

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

Regionally Significant: Inflated

Key #: 22815

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,577

Total Cost (Prev. + Prog.): \$1,577

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in 2027 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | | Program | | | | Local Hwy - Transportation Management | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------------------|--------------|-------|---------------|---------------------------------------|-----|-------------------|--|
| STBG-TMA | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | | | | | | | | |
| 2027 | 0 | 0 | 0 | 0 | 1,577 | 1,577 | 1,461 | 116 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 1,577 | 1,577 | 1,461 | 116 | | |

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

Regionally Significant: Inflated

Key # : 23671

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,457

Total Cost (Prev. + Prog.): \$1,457

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2028 in the Boise Urbanized Area.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|-------|---------------|-------------|
| STBG-TMA | | | Local Hwy - Transportation Alternatives | | | | | 7.34% | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2028 | 0 | 0 | 0 | 0 | 0 | 1,457 | 1,457 | 1,350 | 107 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,457 | 1,457 | 1,350 | 107 |

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

Regionally Significant: Inflated

Key # : 23673

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,641

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

Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2029 in the Boise Urbanized Area.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | | Program | | | | | Local Match | |
|---------------------|-------------------------|------------------------------------|---------------------------------------|-----------|--------------------------|--------------|-------|---------------|-------------|
| STBG-TMA | | | Local Hwy - Transportation Management | | | | | 7.34% | |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2029 | 0 | 0 | 0 | 0 | 0 | 1,641 | 1,641 | 1,521 | 120 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,641 | 1,641 | 1,521 | 120 |

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

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

Regionally Significant: Inflated

Key #: 18781

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$2,988

Total Cost (Prev. + Prog.): \$2,988

Project Description

Fund capital replacement, identified in the Transit Asset Management Plan, or expansion projects, such as rolling stock, infrastructure, and technology in the Nampa Urbanized Area.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | FTA 5307 SU | | Program | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 2,086 | 2,086 | 1,669 | 417 | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 384 | 384 | 307 | 77 | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 322 | 322 | 258 | 64 | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 98 | 98 | 78 | 20 | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 98 | 98 | 78 | 20 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 2,988 | 2,988 | 2,390 | 598 | |

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

Regionally Significant: Inflated

Key #: 20136e

Requesting Agency: Valley Regional Transit

Project Year: 2023-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,715

Total Cost (Prev. + Prog.): \$1,715

Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

TIP Achievement:

Public Transportation

Transit Asset Management



| Funding Source | | FTA 5339 SU | | Program | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-----------------|---------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 343 | 343 | 274 | 69 | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 343 | 343 | 274 | 69 | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 343 | 343 | 274 | 69 | |
| 2026 | 0 | 0 | 0 | 0 | 0 | 343 | 343 | 274 | 69 | |
| 2027 | 0 | 0 | 0 | 0 | 0 | 343 | 343 | 274 | 69 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,715 | 1,715 | 1,372 | 343 | |

Transit - State Street Premium Corridor, Part 1, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 23178

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2022

Total Previous Allocations: \$0

Total Programmed Budget: \$1,250

Total Cost (Prev. + Prog.): \$1,250

Project Description

Implement Part 1 of the State Street Premium Corridor improvements project in the Boise Urbanized Area. Project will improve infrastructure and pedestrian connections to public transportation on State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise. The enhanced bus stops will be compliant with the Americans with Disabilities Act, improve safety, and provide passenger amenities such as benches, distinct shelters, real-time information, off-board fare payment, lighting, and bicycle racks.



| Funding Source | | FTA 5307 LU | | Program | | | | Transit Capital | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|-----------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2023 | 0 | 250 | 0 | 0 | 0 | 1,000 | 1,250 | 1,000 | 250 | | |
| Fund Totals: | 0 | 250 | 0 | 0 | 0 | 1,000 | 1,250 | 1,000 | 250 | | |

Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant: Inflated

TIP Achievement:

Key #: 23179

Open Space

Requesting Agency: Valley Regional Transit

Health

Project Year: 2024

Active Transportation

Total Previous Allocations: \$0

Total Programmed Budget: \$10,571

Total Cost (Prev. + Prog.): \$10,571

Project Description

Project will construct transit, pedestrian, and bicycle facilities along a six and one-half mile section of State Street (State Highway 44) from Bogart Lane to Downtown Boise in the Cities of Boise and Garden City. The project includes accessible bus stops, on-route charging, real-time bus arrival displays, ticketing machines, lighting, a multi-use pathway, wheelchair ramps and access, and bicycle and additional street crossings. The project will benefit vulnerable populations by improving transit speed and reliability, enhancing accessibility and safety at and near transit stops, and increasing the comfort and ease of non-motorized and transit travel.



| Funding Source | | RAISE | | Program | | | | Hwy - Discretionary | | Local Match 20.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------|---------------------|-------------|--------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 2,250 | 2,250 | 1,800 | 450 | | |
| 2025 | 0 | 0 | 0 | 0 | 0 | 8,321 | 8,321 | 6,657 | 1,664 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 10,571 | 10,571 | 8,457 | 2,114 | | |

Transit - Vehicle Replacement, ACHD

Regionally Significant: Inflated

Key #: 20136f

Requesting Agency: ACHD

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$899

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

Project Description

Replace 12 Ada County Highway District Commuteride vans. The vans serve a six-county area of southwest Idaho serving an average of 500 commuters annually. Routes must start, end, or pass-through Ada County. Includes carry over funds for FY2021 in FY2023.



| Funding Source | | FTA 5339 R | | | | | Program | | Transit Capital | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|---------------|-----------------|--------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 20.00% | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 560 | 560 | 448 | 112 | | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 339 | 339 | 271 | 68 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 899 | 899 | 719 | 180 | | | |

Transit - Vehicle Replacements, TVT

Regionally Significant: Inflated

Key #: 20136b

Requesting Agency: Treasure Valley Transit

Project Year: 2023-2024

Total Previous Allocations: \$0

Total Programmed Budget: \$267

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

Project Description

Replace three Americans with Disabilities Act-compliant conversion vans used in the southwest Idaho region, including Ada and Canyon Counties.



| Funding Source | | FTA 5339 R | | | | | Program | | Transit Capital | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------|---------------|-----------------|--------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 20.00% | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 132 | 132 | 106 | 26 | | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 135 | 135 | 108 | 27 | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 267 | 267 | 214 | 53 | | | |

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

Transit, Vehicle Replacements, VRT

Regionally Significant: Inflated

Key #: 23974

TIP Achievement:

Transit Asset Management

Requesting Agency: Valley Regional Transit

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$20,000

Total Cost (Prev. + Prog.): \$20,000

Project Description

Procure eight electric expansion vehicles, four depot chargers, and install eight on-route chargers at Main Street Station and associated electrical infrastructure and workforce training for the transit system in the Boise Urbanized Area. Funds are FY2022 competitive program for low or no emission vehicles.



| Funding Source | | FTA 5339 (c) | | Program | | | Transit Capital | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|---------------|-----------------|---------------|--------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 20,000 | 20,000 | 17,386 | 2,614 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 20,000 | 20,000 | 17,386 | 2,614 | |

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

Regionally Significant: Inflated

Key #: 20594

TIP Achievement:

NHS-LOTTR

Requesting Agency: ITD

Active Transportation

Project Year: 2024

Health

Total Previous Allocations: \$4,988

Total Programmed Budget: \$2,700

Total Cost (Prev. + Prog.): \$7,688

Safety

System Performance

Project Description

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



| Funding Source | | HB132 and HB312 | | Program | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--|---------------|--------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 1,450 | 0 | 0 | 0 | 1,450 | 0 | 1,450 | |
| Fund Totals: | 0 | 0 | 1,450 | 0 | 0 | 0 | 1,450 | 0 | 1,450 | |

| Funding Source | | Leading Idaho | | Program | | | Leading Idaho | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------|---------------|--------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 1,250 | 0 | 0 | 0 | 1,250 | 0 | 1,250 | |
| Fund Totals: | 0 | 0 | 1,250 | 0 | 0 | 0 | 1,250 | 0 | 1,250 | |

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

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



Regionally Significant: Inflated

Key #: 19944

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$18,253

Total Programmed Budget: \$385

Total Cost (Prev. + Prog.): \$18,638

TIP Achievement:

Health

System Performance

Safety

Active Transportation

Project Description

Widen US 20/26 (Chinden Boulevard) between Locust Grove Road and State Highway 55 (Eagle Road) in the Cities of Boise, Eagle, and Meridian.

| Funding Source | | TECM | | Program | | | State Highway - Safety | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 373 | 0 | 0 | 0 | 373 | 373 | 0 | |
| Fund Totals: | 0 | 0 | 373 | 0 | 0 | 0 | 373 | 373 | 0 | |

| Funding Source | | TECM | | Program | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 612 | 0 | 0 | -600 | 12 | 12 | 0 | |
| Fund Totals: | 0 | 0 | 612 | 0 | 0 | -600 | 12 | 12 | 0 | |

US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County



Regionally Significant: Inflated

Key #: 20367

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$4,344

Total Programmed Budget: \$13,105

Total Cost (Prev. + Prog.): \$17,449

TIP Achievement:

NHS-LOTTR

Safety

Active Transportation

System Performance

Project Description

Widen US 20/26 (Chinden Boulevard) from the Phyllis Canal Bridge (just west of Star Road) to State Highway 16 in Ada County. The project will add one additional lane in both directions and add bicycle and pedestrian facilities.

| Funding Source | | Local Participating | | Program | | | Hwy - Local Partnerships | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 821 | 821 | 0 | 821 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 821 | 821 | 0 | 821 | |

| Funding Source | | HB132 and HB312 | | Program | | | State Hwy - Safety & Capacity (Capacity) | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 110 | 0 | 1,861 | 36 | 949 | 9,057 | 12,013 | 0 | 12,013 | |
| 2024 | 0 | 0 | 16 | 0 | 255 | 0 | 271 | 0 | 271 | |
| Fund Totals: | 110 | 0 | 1,877 | 36 | 1,204 | 9,057 | 12,284 | 0 | 12,284 | |

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

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

Regionally Significant: Inflated

Key #: 20227

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$851

Total Programmed Budget: \$4,436

Total Cost (Prev. + Prog.): \$5,287

Project Description

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



| Funding Source | | HB132 and HB312 | | Program | | | | State Hwy - Bridge Restoration | | Local Match | | 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 | 542 | 3,894 | 4,436 | 0 | 4,436 | | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 542 | 3,894 | 4,436 | 0 | 4,436 | | | | |

US 20/26 and SH-44, Mill and Inlay, Ada County

Regionally Significant: Inflated

Key #: 20536

Requesting Agency: ITD

Project Year: 2023

Total Previous Allocations: \$130

Total Programmed Budget: \$13,338

Total Cost (Prev. + Prog.): \$13,468

Project Description

Mill and inlay segments of roadway in Ada County. Segments include: US 20 (Broadway Avenue), East Park Boulevard to the Broadway Avenue Interchange; US 20/26 (Chinden Boulevard), Discovery Way to just west of Joplin Road; and State Highway 44, Gary Lane to the Glenwood Street and Chinden Avenue intersection.



| Funding Source | | NHPP | | Program | | | | State Hwy - Pavement Preservation | | Local Match | | 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 | 1,272 | 9,526 | 10,798 | 10,005 | 793 | | | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 2,040 | 2,040 | 1,890 | 150 | | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 1,272 | 11,566 | 12,838 | 11,896 | 942 | | | | |

| Funding Source | | HB132 and HB312 | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | | 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|--|-------------|-------------|--|---------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | | | | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 500 | 500 | 0 | 500 | | | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 500 | 500 | 0 | 500 | | | | |

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

US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties

Regionally Significant: Inflated

Key #: 22677

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$1

Total Programmed Budget: \$9,956

Total Cost (Prev. + Prog.): \$9,957

TIP Achievement:

Asset Management

Safety



Project Description

Provide surface treatments on US 20/26 and State Highway 44 in Ada County to improve ride quality and extend the pavement lifespan. Segments include 194 lane-miles at the following locations: US 20 (Front Street and Myrtle Street), 15th Street to Avenue A; US 20, near the Interstate 84 ramp in the City of Caldwell to the I-184 interchange in the City of Boise; State Highway 44, State Highway 16 to west of Glenwood Street; State Highway 44, west of Glenwood Street to Gary Lane.

| Funding Source | | State | | Program | | | | State Hwy - Pavement Preservation | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|-----------------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 100.00% | |
| 2024 | 41 | 0 | 0 | 0 | 551 | 9,364 | 9,956 | 0 | 9,956 | | |
| Fund Totals: | 41 | 0 | 0 | 0 | 551 | 9,364 | 9,956 | 0 | 9,956 | | |

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

Regionally Significant: Inflated

Key #: 22165

Requesting Agency: ITD

Project Year: 2022-2025

Total Previous Allocations: \$45,480

Total Programmed Budget: \$18,540

Total Cost (Prev. + Prog.): \$64,020

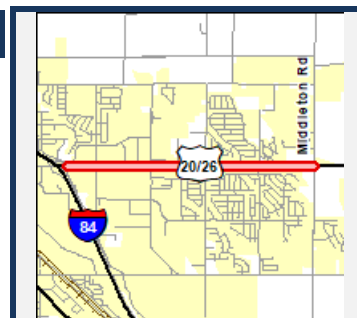
TIP Achievement:

NHS-LOTTR

Safety

Active Transportation

System Performance



Project Description

Widen US 20/26 from Interstate 84 to Middleton Road to six lanes in the City of Caldwell. Work includes a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals.

| Funding Source | | Local Participating | | Program | | | | Hwy - Local Partnerships | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|--------------------------|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 100.00% | |
| 2023 | 0 | 0 | 0 | 0 | 0 | 301 | 301 | 0 | 301 | | |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1,529 | 1,529 | 0 | 1,529 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,830 | 1,830 | 0 | 1,830 | | |

| Funding Source | | TECM | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|--------------|--|--------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 100.00% | |
| 2023 | 0 | 0 | 0 | 0 | -1,800 | 7,799 | 5,999 | 0 | 5,999 | | |
| Fund Totals: | 0 | 0 | 0 | 0 | -1,800 | 7,799 | 5,999 | 0 | 5,999 | | |

| Funding Source | | Leading Idaho | | Program | | | | State Hwy - Safety & Capacity (Capacity) | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|------------|--------------------------|--------------|---------------|--|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | 100.00% | |
| 2024 | 71 | 0 | 1,071 | 316 | 2,549 | 6,704 | 10,711 | 0 | 10,711 | | |
| Fund Totals: | 71 | 0 | 1,071 | 316 | 2,549 | 6,704 | 10,711 | 0 | 10,711 | | |

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

US 20/26, I-84 to SH-55 (Eagle Road), Canyon and Ada Counties

Regionally Significant: Inflated

TIP Achievement:

Key #: 24062

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2027

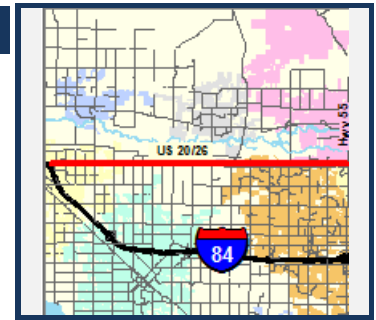
Total Previous Allocations: \$0

Total Programmed Budget: \$4,985

Total Cost (Prev. + Prog.): \$4,985

Project Description

Provide a seal coat treatment to US 20/26 from Interstate 84 to State Highway 55 (Eagle Road) from east of the City of Caldwell in Canyon County to the City of Eagle in Ada County. The treatment will maintain mobility by extending the life of the pavement.



| Funding Source NHPP | | | Program State Hwy - Pavement Preservation | | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 41 | 0 | 0 | 0 | 0 | 0 | 41 | 38 | 3 |
| 2027 | 0 | 0 | 0 | 0 | 54 | 4,890 | 4,944 | 4,581 | 363 |
| Fund Totals: | 41 | 0 | 0 | 0 | 54 | 4,890 | 4,985 | 4,619 | 366 |

US 20/26, Middleton Road to Star Road, Ada and Canyon Counties

Regionally Significant: Inflated

TIP Achievement:

Key #: 23337

NHS-LOTTR

Requesting Agency: ITD

Active Transportation

Project Year: 2024

Safety

Total Previous Allocations: \$7,024

Total Programmed Budget: \$81,731

Total Cost (Prev. + Prog.): \$88,755

Project Description

Preliminary engineering and right-of-way acquisition to widen US 20/26 from Middleton Road in the City of Caldwell to Star Road in Ada County. Work will include widening the corridor from two lanes to five lanes (two through lanes each direction and a center turn lane). Intersection improvements will include signalization at the mile. Construction funding is included in KN ORN24309 and ORN24310.



| Funding Source TECM | | | Program State Hwy - Safety & Capacity (Capacity) | | | | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--|------------|--------------------------|--------------|---------------|---------------------|---------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 5,446 | 48,364 | 200 | 0 | 0 | 54,010 | 0 | 54,010 |
| 2024 | 0 | 0 | 24,151 | 0 | 0 | 0 | 24,151 | 0 | 24,151 |
| Fund Totals: | 0 | 5,446 | 72,515 | 200 | 0 | 0 | 78,161 | 0 | 78,161 |

| Funding Source Leading Idaho | | | Program Leading Idaho | | | | | Local Match 100.00% | |
|------------------------------|-------------------------|------------------------------------|-----------------------|--------------|--------------------------|--------------|--------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 570 | 3,000 | 0 | 0 | 3,570 | 0 | 3,570 |
| Fund Totals: | 0 | 0 | 570 | 3,000 | 0 | 0 | 3,570 | 0 | 3,570 |

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

US 20/26, Middleton Road to Star Road, Demolition, Ada and Canyon Counties

Regionally Significant: Inflated TIP Achievement:
Key # : 24389 Support

Requesting Agency: ITD
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$525
 Total Cost (Prev. + Prog.): \$525



Project Description

Remove and demolish vacant buildings along US 20/26 that are in conflict with the ultimate widening of the state facility.

| Funding Source | | Leading Idaho | | Program | | | Leading Idaho | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|---------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 25 | 500 | 525 | 0 | 525 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 25 | 500 | 525 | 0 | 525 | |

US 20/26, Middleton Road to Star Road, Eastbound, Ada and Canyon Counties

Regionally Significant: Inflated TIP Achievement:
Key # : 24310 System Performance
 Safety

Requesting Agency: ITD
 Project Year: 2024
 Total Previous Allocations: \$0
 Total Programmed Budget: \$56,198
 Total Cost (Prev. + Prog.): \$56,198



Project Description

Widen eastbound US 20 from Middleton Road near the City of Caldwell to Star Road near the City of Star. Improvements include two travel lanes in each direction and a center turn lane with two way left turns. Intersection improvements at the mile will include signalization.

| Funding Source | | TECM Early Development | | Program | | | TECM Early Development | | Local Match | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------------------|---------------|-------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 4,448 | 51,750 | 56,198 | 0 | 56,198 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 4,448 | 51,750 | 56,198 | 0 | 56,198 | |

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

US 20/26, Middleton Road to Star Road, Westbound, Ada and Canyon Counties

Regionally Significant: Inflated

Key #: 24309

Requesting Agency: ITD

Project Year: 2024

Total Previous Allocations: \$0

Total Programmed Budget: \$84,277

Total Cost (Prev. + Prog.): \$84,277

Project Description

Widen westbound US 20 from Middleton Road near the City of Caldwell to Star Road near the City of Star. Improvements include two travel lanes in each direction and a center turn lane with two way left turns. Intersection improvements at the mile will include signalization.



| Funding Source | | TECM Early Development | | | Program | | TECM Early Development | | Local Match 100.00% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|------------------------|---------------|---------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 0 | 0 | 0 | 0 | 6,527 | 77,750 | 84,277 | 0 | 84,277 | |
| Fund Totals: | 0 | 0 | 0 | 0 | 6,527 | 77,750 | 84,277 | 0 | 84,277 | |

US-95, Parma North City Limit to I-84, Canyon and Payette Counties

Regionally Significant: Inflated

Key #: 23167

Requesting Agency: ITD

Project Year: 2027

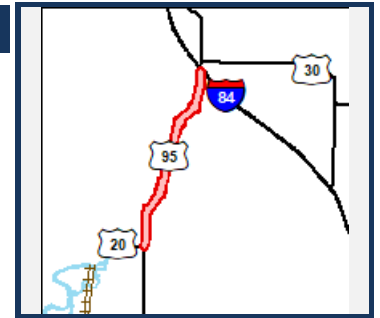
Total Previous Allocations: \$0

Total Programmed Budget: \$9,578

Total Cost (Prev. + Prog.): \$9,578

Project Description

Resurface the pavement on US Highway 95 from just south of the junction with US Highway 20 near the City of Parma to just south of the junction with I-84 in Payette County (47% Canyon County and 53% Payette County).



| Funding Source | | NHPP | | | Program | | State Hwy - Restoration | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2024 | 357 | 0 | 0 | 0 | 0 | 0 | 357 | 331 | 26 | |
| 2027 | 0 | 0 | 0 | 0 | 562 | 8,659 | 9,221 | 8,544 | 677 | |
| Fund Totals: | 357 | 0 | 0 | 0 | 562 | 8,659 | 9,578 | 8,875 | 703 | |

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

US-95, Wilder to Parma, Pavement Preservation, Canyon County

Regionally Significant: Inflated

TIP Achievement:

Key #: 23162

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2027

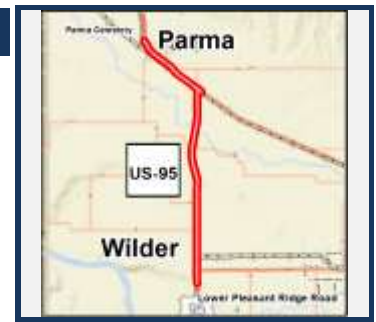
Total Previous Allocations: \$0

Total Programmed Budget: \$1,216

Total Cost (Prev. + Prog.): \$1,216

Project Description

Sealcoat the pavement surface on US Highway 95 from Lower Pleasant Ridge Road south of the City of Wilder to just north of the cemetery in the City of Parma. The treatment will improve ride quality and extend the pavement lifespan.



| Funding Source NHPP | | | Program State Hwy - Pavement Preservation | | | | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|---|-----------|--------------------------|--------------|--------------|-------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 34 | 0 | 0 | 0 | 0 | 0 | 34 | 32 | 2 |
| 2027 | 0 | 0 | 0 | 0 | 37 | 1,145 | 1,182 | 1,095 | 87 |
| Fund Totals: | 34 | 0 | 0 | 0 | 37 | 1,145 | 1,216 | 1,127 | 89 |

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

Regionally Significant: Inflated

TIP Achievement:

Key #: 200919

NHS-LOTTR

Requesting Agency: ACHD

Health

Project Year: 2024

Total Previous Allocations: \$393

Active Transportation

Total Programmed Budget: \$4,293

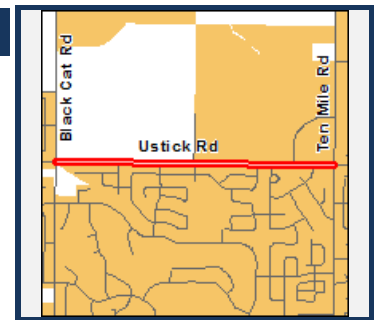
Safety

Total Cost (Prev. + Prog.): \$4,686

System Performance

Project Description

Widen Ustick Road from Black Cat Road to Ten Mile Road in the City of Meridian including enhanced pedestrian and bicycle facilities on both sides of the roadway.



| Funding Source Local (Regionally Significant) | | | Program Hwy - Local Partnerships | | | | | Local Match 100.00% | |
|---|-------------------------|------------------------------------|----------------------------------|-----------|--------------------------|--------------|--------------|---------------------|--------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 169 | 0 | 0 | 0 | 169 | 0 | 169 |
| 2024 | 0 | 0 | 0 | 19 | 13 | 4,092 | 4,124 | 0 | 4,124 |
| Fund Totals: | 0 | 0 | 169 | 19 | 13 | 4,092 | 4,293 | 0 | 4,293 |

Ustick Road, Star Road to McDermott Road, Ada County

Regionally Significant: Inflated

Key #: 203719

Requesting Agency: ACHD

Project Year: PD

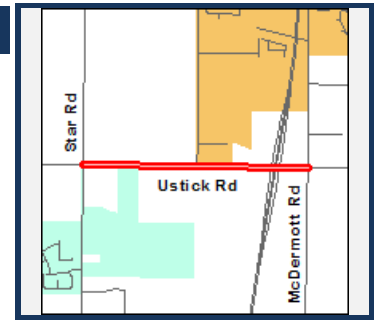
Total Previous Allocations: \$0

Total Programmed Budget: \$5,677

Total Cost (Prev. + Prog.): \$5,677

Project Description

Widen Ustick Road from Star Road to McDermott Road in Ada County to five lanes including enhanced pedestrian and bicycle facilities.



TIP Achievement:

Health

System Performance

Active Transportation

Safety

| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 451 | 0 | 0 | 0 | 0 | 451 | 0 | 451 |
| PD | 0 | 0 | 67 | 0 | 0 | 5,159 | 5,226 | 0 | 5,226 |
| Fund Totals: | 0 | 451 | 67 | 0 | 0 | 5,159 | 5,677 | 0 | 5,677 |

Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant: Inflated

Key #: RD207-24

Requesting Agency: ACHD

Project Year: 2024

Total Previous Allocations: \$704

Total Programmed Budget: \$6,686

Total Cost (Prev. + Prog.): \$7,390

Project Description

Widen Ustick Road from Ten Mile Road to Linder Road in the City of Meridian to five lanes. The project includes curb, gutter, sidewalk, and a level three bicycle facility. The concept-level design will further clarify the scope of the project.



TIP Achievement:

NHS-LOTTR

Safety

Active Transportation

System Performance

| Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships | | | | | | | | Local Match 100.00% | |
|--|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|-------|---------------------|-------------|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2023 | 0 | 0 | 316 | 0 | 0 | 0 | 316 | 0 | 316 |
| 2024 | 0 | 0 | 0 | 0 | 0 | 6,370 | 6,370 | 0 | 6,370 |
| Fund Totals: | 0 | 0 | 316 | 0 | 0 | 6,370 | 6,686 | 0 | 6,686 |

Western Heritage Byway, Swan Falls Road, ACHD

Regionally Significant: Inflated

Key #: 22600

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$426

Total Programmed Budget: \$6,238

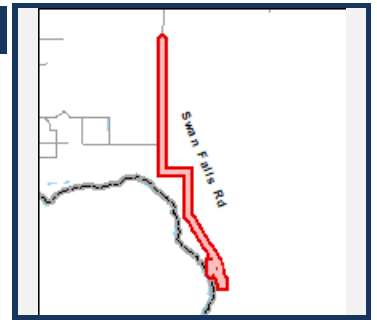
Total Cost (Prev. + Prog.): \$6,664

TIP Achievement:

Open Space

Active Transportation

Safety



Project Description

Add five-foot shoulders to Swan Falls Road from just north of Initial Point Road to the southern terminus of the roadway using Federal Lands Access Program funds. Project will also improve accessibility to Bureau of Land Management facilities. Project managed by Western Federal Lands.

| Funding Source | | FLAP | | Program | | | Hwy - Federal Lands Access | | Local Match 7.34% | |
|---------------------|-------------------------|------------------------------------|--------------|-----------|--------------------------|--------------|----------------------------|---------------|-------------------|--|
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share | |
| 2023 | 0 | 269 | 0 | 0 | 0 | 0 | 269 | 249 | 20 | |
| 2024 | 0 | 50 | 0 | 0 | 0 | 4,817 | 4,867 | 4,510 | 357 | |
| 2025 | 0 | 0 | 0 | 0 | 661 | 441 | 1,102 | 1,021 | 81 | |
| Fund Totals: | 0 | 319 | 0 | 0 | 661 | 5,258 | 6,238 | 5,780 | 458 | |

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

Summary of Public Comments

The disposition of individual comments is with the verbatim comments in this section. Questions submitted as part of public comments were answered, and all comments were provided to the Regional Transportation Advisory Committee and the COMPASS Board of Directors. Comments related to specific projects or studies were also forwarded to appropriate agencies.

A public comment period was held concurrently for an amendment to *Communities in Motion 2040 2.0* (CIM 2040 2.0), an amendment to the FY2022-2028 Regional Transportation Improvement Program (TIP) and the Draft FY2023-2029 Regional Transportation Improvement Program (TIP) **August 15 – September 13, 2022**. COMPASS received 28 comments related to the draft FY2023-2029 TIP and 10 to the air quality conformity demonstration.

No changes were made to the FY2023-2029 TIP project list, or the air quality conformity demonstration based on comments received; however, one comment triggered further review of public transit funding by Valley Regional Transit which could result in a future modification of funding for Treasure Valley Transit's operations funding.

A public comment period was held **October 25 through November 8, 2022**, for both *Communities in Motion* and the TIP: add an environmental study for the realignment of State Highway 45 in the City of Nampa, add an interchange modification report to investigate a future southern connection at the Interstate 84 and future State Highway 16 interchange, and add/extend the scope of the Canyon Street Pathway project in the City of Nampa. For the TIP only: add a railroad crossing improvement project on South Cole Road in Ada County, a roadway widening project on Franklin Road in the City of Nampa, and a project to remove a railroad crossing at Deb Lane near the City of Parma. COMPASS received 14 comments. No changes were made based on public comments.

A public comment period was held **January 3 through 17, 2023**, to:

- Add a project to complete the Glenwood Corridor Plan in the City of Garden City.
- Add an intersection improvement project at Midland Boulevard and Iowa Avenue in the City of Nampa.
- Change the scope of a project on State Highway 55 near Avimor to add operational improvements.
- Change the scope of two projects in Ada County to meet budgetary limitations.

COMPASS received 10 comments. No changes were made based on public comments.

Verbatim public comments are included in Attachment 2. Staff does not recommend changes based on public comments received.

Public Comments Received (Verbatim)

Draft FY2023–2029 Regional Transportation Improvement Program Proposed changes to the regional long-range transportation plan, *Communities in Motion 2040 2.0*, and Air Quality Conformity Demonstration for Northern Ada County

Public Comment Period: August 15 – September 13, 2022

Total number of individuals submitting comments: 30

Email: 11 Online Comment Form: 20 Hard Copy Comment Form: 3 Letter: 2

(Individuals could submit comments on any of the three topics on one comment form; therefore, the total number of comments in the table below is greater than the number of individuals submitting comments. In addition, some individuals submitted comments in multiple formats; therefore, the number of comments received by format, above, is greater than the total number of individuals.)

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|---|---|---|----------------------------|
| Comments on projects in the DRAFT FY2023-2029 Regional Transportation Improvement Program (TIP) | | | |
| Project ORN23731 (roundabout at Karcher & Northside) may be problematic as traffic volumes are too heavy. Improved signalized intersection with better signal timing would be mor functional. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa. | Patricia Matthews 83646 | Online Comment Form |
| Please plan to widen Eagle Rd from Fairview to State or hwy 44 from 5 to 7 lanes and include high walls for sound at subdivisions. This is one of the most heavily traveled road in Idaho and needs to be improved for traffic flow. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department. | Linda Coughlin 83713 | Online Comment Form |
| Lake Hazel widening from Cole to Orchard has been left out, but should be included. I think delaying all the Lake Hazel Road widenings and the Orchard realignment is the wrong thing to do. All of the development is happening in SW Ada County. Those living between Cloverdale and Orchard really only have two ways to access I-84 East – Victory Rd. or Lake Hazel to Orchard (or going the rural route on Hollylin, but that road isn’t designed for high volumes). Victory is not 5 lanes until almost to Cole Rd. Lake Hazel doesn’t have 5 lanes at all. Both of these corridors need to be opened up ASAP with all the construction happening on Lake Hazel west and south of Lake Hazel. Those projects should be done east to west, so that bottlenecks are not created further west – first the Orchard realignment, and then working on Lake Hazel from east to west. They need to be sooner than PD, and the Orchard realignment needs to be kept in 2024. Thank you. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District. | Marian L Herz 83709 Board Member of South Cole Neighborhood Association | Online Comment Form, Email |

| <p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Name, Zip Code, Affiliation</p> | <p align="center">Format</p> |
|--|---|--|-------------------------------------|
| <p>I make this comment from the perspective of a retired Professional Engineer. I moved to Idaho from a growing metro area (not CA) and have observed first hand some things that worked and those that did not. My comments concern Eagle Road from I-84 to Hwy 44 in Eagle. This portion of Eagle road should have been built as a limited access highway, freeway. Too late for that now but there is something that should be considered. Grade seperated intersections at major street crossings. This would eliminate stoplights for thru traffic on both Eagle and the cross street. Consider these for Franklin, Fairview, Chinden and Ustick.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Ada County Highway District.</p> | <p>John Olden PE, Retired</p> | <p>Email</p> |
| <p>Why aren't there Permanent Automated Counters on the Greenbelt in the Garden City portion?,+ See, "Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS 23313 2026 \$8"</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and City of Garden City.</p> <p>The automated counter that is budgeted for "Boise" refers to the "Boise Urbanized Area," which includes the City of Garden City. The specific location for this future counter within the Boise Urbanized Area has not been selected and will be recommended by COMPASS' Active Transportation Workgroup based on qualities such as safety concerns, geographic feasibility, facility condition, and more. Two of COMPASS' 16 current permanent bicycle/pedestrian counters are located in Garden City -- near the Greenbelt near Glenwood Bridge and at the border of the City of Eagle and Garden City. A map of counter locations can be found on the COMPASS website: www.compassidaho.org/documents/prodserv/CIM2040_20/bikeped/COMPASSPermanentCounterLocations.pdf.</p> | <p>83714</p> | <p>Online Comment Form</p> |
| <p>Key# 23188 I-84 interchange SH44 This interchange can be combined with I-84 to SH20 west to Parma. Exits 26 & 25. Please just straighten SH20 to meet SH44 by extending SH44 through Farmway Rd and Wagner Rd and install one single stoplight interchange. People can then exit I84 and head west to Parma or East to Middleton, and we've eliminated the cost of two interchanges that are too old, too small, and already don't work. It's a no-brainer. Please fast track widening SH44 from I84 to SH16. Star and Middleton can't take any more traffic with only a 2 lane road. It's ridiculous. You're also behind widening SH20 (Chinden) from SH16 to I84. I wouldn't spend anything on extending SH16 to I84 until those are completed.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> | <p>Greg Priest 83644</p> | <p>Online Comment Form</p> |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|--|--|------------------------------------|------------------------|
| I strongly support the round-about construction shown in your plans for the Centennial and Simplot Blvd intersection in Caldwell. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Caldwell. | 83644 | Online Comment Form |
| I understand the need to improve bridges and roads in Ada and Canyon counties. However, I am very disappointed and frustrated to see the vast percentage of my tax dollars going to expand the road network rather than addressing the primary issue (too many cars on the road with little to no discussion of light rail or other mass transit options). Building more roads or widening existing roads only solves safety and congestion problems in the short-term. After 2029, will we continue with the status quo of expanding our current transportation infrastructure or think about new ways to move people across the Treasure Valley. Ways that cause less environmental harm and are more cost-effective. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. | 83702 | Online Comment Form |
| Limit low-rise development – Million dollar condos that increase density are not culturally a fit for Harris Ranch nor Boise. Add a light at exec estates and Warm Springs. Build two-story low-income housing – not luxury condos. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Boise. | NA | Hard Copy Comment Form |
| I would like to see lite rail or commuter rail prioritized for funding, planning, construction, and prioritization as a corridor need for massive improvements to the transportation network between Caldwell and Boise with all communities in between benefitting. It would also coincide well with bringing Amtrak back through Boise linking Boise and adjacent communities to Seattle, Portland, Denver, Salt Lake City, and the remaining network of national cities on existing Amtrak service. Finally, I want to state that our Idaho legislature could make local taxing authority available to local voters, thereby bringing government control back to local citizens. This, to me, is what conservative values are about. Allowing local citizens to control what impacts their lives most directly through local control as opposed to being held hostage by larger government entities. Such measures would allow a modest local sales tax option to drastically improve economic activity by connecting communities through a low fare commuter rail service while relieving traffic congestion on the I-84 corridor, establishing a multiplier in economic activity through massive population growth. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. | 83702 | Online Comment Form |
| I think that this is great 👍 there's more genuine transparency than in the past and it's a lot more conducive to the alternative transportation crowd and as a bus rider who doesn't drive I like that | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Ian James Bott 83702 | Online Comment Form |
| My only comment is that the widening projects on State Street include "pullouts" for the busses to use when loading or unloading passengers. | Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, Valley Regional transit, and the City of Boise. | Mac McOmber | Email |

| <p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Name, Zip Code, Affiliation</p> | <p align="center">Format</p> |
|--|---|--|---|
| <p>For many years Nampa has sealed coated the many roads with tar and gravel. They do it every year and never really fix the underlying bumps and uneven pavement underneath. I would like to see them tear up the roads and completely replace them with fresh blacktop. Especially Midland Blvd. The state has done that on 12th ave all the way South to the city limits. There are several othe roads in the same condition as Midland.</p> <p>***</p> <p>We live in the Islands Complex and this is in the city limits of Nampa. Our streets though out our complex are getting bad. Especially in the main entrance by the park with the little pond. Big chuck holes develop every year. All they do is put temporary patches on them. Our street Caymen Ct has many cracks on it. They have sealed the cracks with tar three years ago. I think many of these roads could use a recoating of asphalt.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p> | <p align="center">Jim Quick</p> | <p align="center">Email</p> |
| <p>I am very happy to see that the "Garden Street Multi-Use Pathway, Cassia Park to Albion Street" is listed on the TIP. People who live on the Bench have been requesting this project for many decades. This pathway will provide a continuous connection from the Bench to the Greenbelt for pedestrians and bicyclists. I appreciate the "Pathway, Rail with Trail, in Meridian" from Linder to Meridian Road. I would like to see this pathway continue along that rail corridor. I fully support the "Study, Chinden Drainage and Design Plan in Garden City". It is my hope that there will be sidewalks and protected bicycle lanes built along Chinden as a result of this study. These pedestrian and bicycle facilities will provide connectivity from the Bench to the Greenbelt and to businesses and neighborhoods located along and in the area of Chinden Boulevard. I support the "Study, Coordinate Local Waterway-Pathway Plans, COMPASS". Many of the cities in Ada and Canyon County have been working with irrigation districts to build pathways along canals. These pathways need to be established throughout Ada/Canyon County. These pathways will provide safe connectivity to neighborhoods, businesses, schools, etc. I fully support all of the Valley Regional Transit projects. Especially the VRT projects in Canyon County. I support the "Access to Opportunity" projects. I realize that the Requesting Agency is ACHD and that Chinden Boulevard is ITD property, but I am extremely disappointed to see that Chinden in Garden City isn't list on the TIP. The pedestrian/bicycle facilities and crossings on Chinden are subpar and need to be GREATLY improved. It is my hope that after the "Study, Chinden Drainage and Design Plan" are completed, there will be safe and appropriate pedestrian/bicycle facilities designed and built on Chinden.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Garden City, the City of Meridian, Valley Regional Transit, Ada County Highway District, and the Idaho Transportation Department.</p> | <p align="center">83703</p> | <p align="center">Online Comment Form</p> |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|---|--|------------------------------------|----------------------------|
| <p>By pass around Star and Middleton with Hwy 44. Not an option, has to happen. It will happen now or in the future. Do it now! It will cost twice + as much in 10, 15, 20 years, plus the traffic backup and congestion at the traffic lights will not improve the flow of traffic with multiple stop n' go. Thank you for your consideration.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the City of Middleton, and the City of Star.</p> | <p>83669</p> | <p>Email</p> |
| <p>Franklin Rd, Black Cat to McDermott, again, this is a project associated with Hyw 16 connections. There have been no monies received by ACHD to do any of this. Where's the concern from Compass? This oproject should NOT go forward without those funds.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p> <p>The Franklin Road project referenced is funded with local funding (Key Number 102497). COMPASS has not received a funding application for any of COMPASS' funding programs from ACHD for this project.</p> | <p>83642</p> | <p>Online Comment Form</p> |
| <p>Support more sidewalks in Boise & Garden City. Need more places to cross on Chinden. See people running across by JD's Car Cleaning & the Nursery. Support the bike counter to help collect better data Yes to all the projects to increase the number of vans for Commuter Ride in Boise and Nampa & increase marketing. Yes to security cameras. Yes to more sidewalks & bike lanes on Fairview, Locust Grove. Yes to sidewalks on the Five Mile Overpass, please make wider, it is scary to ride there.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Garden City, the City of Meridian, Ada County Highway District, and the Idaho Transportation Department.</p> | <p>Caile Spear 83706</p> | <p>Online Comment Form</p> |
| <p>You only have a few years left to utilize the last remaining un-developed transportation corridor in the valley - the existing train line. Developing this space into twin tracks, with stations for parking and stops all along the line - from Caldwell to Mountain home. It passes through all of the employee-rich enclaves; Walmart, Downtown Nampa, Lukes, Alphonsus Garrity, Amalgamated Sugar, the Ford Center, Amazon, Town Square Mall, Alphonsus Curtis, the Depot (with downtown shuttles every 15 minutes to city center and Lukes), and on to Micron (with 17,000 new jobs). Light rail is the only way to solve the issue of getting people moved efficiently through a city that never planned for growth like this. If it's not planned for now, we will loose the chance forever. Please visit ANY similar to small sized city in Europe, Japan, of SE Asia and see just how simple, clean, and efficient mass transit can be.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Nampa, the City of Meridian, and Valley Regional Transit.</p> | <p>Robert J Hart 83703</p> | <p>Online Comment Form</p> |
| <p>As the climate changes, the south will see 115°F for over 30 days.the northwestern states will see population growth of over 50%. Boise alone will have over 800,000 people, mostly retired! Why? The VA and good local medical! Kuna will be over 500,000 people as will as Meridian. The development of wider 5 lane major streets is a must - starting right now. Cloverdale is already crowded and must be made into a 5 lane. Lake Hazel is a desaster in the making. It must be a 5 lane by 2024. All the way east and west.The county school board , fire departments and police coverage is already way behind for all of the</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Kuna, the City of Meridian, the City of Boise, and Ada County Highway District.</p> | <p>Lane B Lester</p> | <p>Email</p> |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|---|---|------------------------------------|----------------------------|
| <p>southern Boise area. There must be more thinking out of the box and have facilities ready for the next 40,000 to 60, 000 new residents and children. A new southern Boise HS is already 5 years behind with all of the new homes! The current JH and grade schools are at max now! A 50-year plan for underground pneumatic materials transport must be given more thought. The freeway and main side streets are at near max now. What will it be like in 50 years? South Side Mefical hospitals must be perposed and built to facilitate the treatment of the 50,000 or more new south side retired families. In 50 years there will not be any land between South Boise , Kuna and South Meridian. Land must be perchased in the next 5 years for new grade schools, JH. , HS , police and fire offices. Or the greedy land developers will have it all tied up! Because of the traffic on Victory - the west part of it needs to be turned into a 5 lane to Nampa. Amity east needs and overpass built over the water canal to Cole, this will help release the congestion on the poorly designed east Victory</p> | | | |
| <p>We've been told that there will be a re-alignment of Duncan and Ulmer Ln on State Street + traffic light. In addition to Boise City making State Street a major public transportation corridor by building multiple apartments up and down state street, we are now seeing Foothills Church as a host to private school during the weekdays. The Duncan intersection and Ulmer intersection are getting more and more use with no attention from ITD. I see no plan in this proposal for such a project. Why?</p> <p>See Master Street Map attached at end of document (page 24)***</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>According to ITD and ACHD: ACHD and Boise City are requiring the property on the north side of State Highway 44 and Ulmer to realign Duncan Lane to create a 4-leg intersection at Ulmer associated with a development application. See Master Street Map attached. The developer is also required to signalize the 4-leg intersection, with financial participation from ACHD and ITD. Timing of the improvements is dependent on the developer's plan for the project.</p> | <p>Suzanne Webster</p> | <p>Email</p> |
| <p>The Draft TIP includes plans to add an extra "free running" right turn lane on Karcher Road between the Freeway and Middleton Road. Such an expansion will likely be very expensive and probably won't help traffic very much. I think a complete redesign of the freeway interchange and surrounding intersections needs to be considered. There are too many bottlenecks around that interchange. There are five traffic lights along Karcher/Midland in less than 1 mile. (N Cassia St, Nampa-Caldwell Blvd, Freeway ramps, Karcher Bypass/Freeway ramps, and N Marketplace Blvd) It is very common for traffic at one light to back up past the previous light. It is also very common for traffic exiting the East-bound freeway to head South and then force their way across the lanes of traffic to make a left turn onto the Nampa-Caldwell Blvd</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p> | <p>83607</p> | <p>Online Comment Form</p> |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|---|--|------------------------------------|---------------------------|
| (East-bound). Adding another South-bound lane on Karcher will only make that problem worse by adding more lanes for the traffic to cross. In fact, a lot of back-up happen because South-bound drivers who want to turn left (East-bound) onto the Nampa-Caldwell Blvd wait in line because they can't reach the entrance to the left-turn lanes, which are frequently not full. Those left turn lanes need to be lengthened so that more cars can turn into them before getting stuck behind the through traffic. Any plans for the Karcher interchange that don't reduce the number of traffic lights or find better paths to avoid competing traffic will only be a patch that will need to be replaced as soon as it's finished. | | | |
| East Ada County has only 2 projects listed. The Mores Creek bridge on Hwy 21 (MM 17.1) has already been repaired. It is time for it to be replaced before there is a catastrophic failure. With the population growth in the Harris Ranch area, the junction of Warm Springs and Hwy. 21 needs to be addressed. With Micron building a facility, the Hwy. 21 bridge over the Boise River within the Boise city limits needs to be widened to 4 lanes with bicycle/pedestrian pathways on both sides of the roadway. Improve existing bicycle/pedestrian pathway North and East along Hwy. 21 and the Boise River, and extend from Sandy Point to Hilltop. | Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, and the Idaho Transportation Department. | 83631 | Online Comment Form |
| The projects that improve bike and pedestrian infrastructure is a welcome addition to Boise. Boise really needs better streets that protect allow pedestrians to have the right of way when the street is a minor road. https://www.youtube.com/watch?v=_ByEBjf9ktY | Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, and Ada County Highway District. | Cameron Wright 83709 | Online Comment Form |
| Re SH-69, project 22699, Kuna to Meridian scheduled for 2024. As a frequent traveler on this road, right turn lanes needed to be added at Lake Hazel and Hubbard Roads. Many currently use the shoulder for a right turn lane, causing those in the right lane as it is now configured to have potential accidents at these intersections. | Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, the City of Meridian, and the Idaho Transportation Department. | Harold Klein 83709 | Online Comment Form |
| Treasure Valley Tdemand response service in the Nampa Area for FY23 shows funding at \$240,000 for the federal share. FY24-27 shows funding at a significant decrease at \$150,000 per year. VRT staff noted that this was a baseline amount that would be amended annually. The baseline for FY24-27 should be a minimum of the \$240,000 which will bransit, Inc. Key# 20043 for 5307 Small Urban e fully expended in FY23. TVT's concern is that this is not an accurate reflection of the 5307 SU allocations moving forward into FY24-27 and that TVT could potentially see a decrease in funding needed to continue to serve the Nampa area. This has been addressed with the VRT staff and is now being made part of this public comment. **** Treasure Valley Transit, Inc. would like to make public comment on the project listed under Transit – Above and Beyond the ADA Paratransit, | Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. COMPASS staff will confer with Valley Regional Transit staff regarding these concerns. | Terri Lindenberg 83651 | Online Comment Form/Email |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|---|---|------------------------------------|--|
| <p>Nampa Area, Key# 20043 FY23-27 Programmed Cost \$1,680. On page 78 of 98 funding source FTA 5307 SU, Transit Operations the funding allocations are separated into 5 one year allocations. FY23 shows Federal Share at \$240,000 for a total program cost of \$480,000. FY24-27 show a decreased amount of the Federal Share to be reduced to \$150,000 annually and program total at \$300,000. VRT staff noted that this was a baseline amount and could be amended annually. TVT would like to state that the baseline amount should be a minimum of the FY23 amount of \$240,000 for FY24-27. TVT believes that this is not an accurate reflection of our current services moving forward and wants this noted in the public comment. In addition, on page 4 of the Major Change List under Public Transportation, New FTA 5307 Key# 20043, Added FY27 shows the total programmed cost at \$300,000 and should reflect the minimum \$480,000 as noted above.</p> | | | |
| <p>Key # : 23437 This project is not properly researched or funded. ITD used money to design the project. At the first open house an engineer with ITD when asked why this wasn't being designed for high capacity (SPUI), he said cost and that they were worried about merging. Fact that out of 5 interchanges between Garrity and 10th only one was design for high capacity and that Garrity is a joke and needs more updates and Karcher is going on the 4th update is proof of the improper funding and design. The engineers that don't live out here are worrying about merging when all we gain is 1 second or 100ft with their design. Their design also does not reflect any growth. At 5 pm yesterday both lanes going to the interchange were filled. There is only room for 5 cars in a turn lane to enter that proposed east bound onramp or it will block an intersection at E Freeport. This interchange will turn out to be just like Karcher which has always been a joke based on poor research and when it happens here ITD will throw us under the bus and constantly do upgrades. A SPUI design will allow for more lanes to be used as part of the on ramp plus a flying right turn. This should be turned into a SPUI but ITD will refuse because they dont want to spend the money on Canyon County Projects, and the mayor of Caldwell should be ashamed to accept this poor design in an effort to get any funding show he lacks the leadership to hold his office.</p> <p>****</p> <p>The design of 10th street off ramp is short sighted and based on lower end of projections. The 5 design is no different then the poor design at Karcher that has need more than 3 updates in less than 30 years. Flip these projects and do the proper resend and design for later not shorter at 10 ave.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, and the Idaho Transportation Department.</p> | <p>Craig Allison 83607</p> | <p>Online Comment Form, Hard Copy Comment Form, Letter</p> |

| <p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Name, Zip Code, Affiliation</p> | <p align="center">Format</p> |
|--|--|--|-------------------------------------|
| <p>**** See attached letter at end of document (page 20-23)</p> | | | |
| <p>Hi! I went to the library and saw a flier about feedback. Apparently today is the last day? Well, I wanted to let you know that I don't want any more roundabouts, especially two-lane ones. They're way too confusing, I had an accident on one because of that confusion, and I've tried to avoid them ever since, but they keep popping up everywhere on my routes (I go out of my way now to get to my destination just so I don't have to use them) and guess what? They're still confusing. I had a cop tell me that the intersection where my accident was has had at least one every day since they put in the two lanes and he, bless his soul, spent the next 30 minutes explaining it to me. I never did really understand and eventually I just had to let the guy go back to his job. I get that people think they're safer, I don't care. How safe is it when people are getting confused? Someone said we'd get used to them, and I thought I had, but... you know... the dent and smashed-in light in my car says otherwise. Oh, and I think it's great that you all reach out, but the reading material you had there on the library table wasn't really helpful in understanding what's going on. People just don't want to take the time to figure it out so if it's not plain, we won't read it. I tried and decided the value was in letting you know how I feel about two-lane roundabouts. Your other projects? I have no idea what's going on. But please... no more two-lane roundabouts. So, I've said my piece. I doubt you'll really listen, but at least I commented. Thank you for your time.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> | <p align="center">Kat</p> | <p align="center">Email</p> |
| <p>See letter attached at the end of the document (page 19)***</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> | <p align="center">Ralph Mellin</p> | <p align="center">Letter</p> |

| <p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Name, Zip Code, Affiliation</p> | <p align="center">Format</p> |
|---|--|--|-------------------------------------|
| <p align="center">Comments on changes to <i>Communities in Motion 2040 2.0</i></p> | | | |
| <p>I think delaying all the Lake Hazel Road widenings and the Orchard realignment is the wrong thing to do. All of the development is happening in SW Ada County. Those living between Cloverdale and Orchard really only have two ways to access I-84 East – Victory Rd. or Lake Hazel to Orchard (or going the rural route on Hollylin, but that road isn't designed for high volumes). Victory is not 5 lanes until almost to Cole Rd. Lake Hazel doesn't have 5 lanes at all. Both of these corridors need to be opened up ASAP with all the construction happening on Lake Hazel west, and south of Lake Hazel. Those projects should be done east to west, so that bottlenecks are not created further west – first the Orchard realignment, and then working on Lake Hazel from east to west. They need to be sooner than PD, and the Orchard realignment needs to be kept in 2024. Thank you.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p> | <p>Marian L Herz Board Member of South Cole Neighborhood Association 83709</p> | <p>Online Comment Form</p> |
| <p>I support these amendments and would like to see additional plans for public transportation routes, especially in rural areas such as Middleton.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Middleton, and Valley Regional Transit.</p> | <p>83644</p> | <p>Online Comment Form</p> |
| <p>I would like to see a greater percentage of our tax dollars used to fund a 21st century mass transit system. Stop widening roads!</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>83702</p> | <p>Online Comment Form</p> |
| <p>The Greenbelt has become a dangerous bike highway. People do not use bike lanes on park center/warm springs, they default to the greenbelt in high capacity to overtapped. We need ...of greenbelt or walkers @7-8 AM will be a thing of the past. Need more bike lanes on roads!</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, Ada County, and Ada County Highway District.</p> | <p>NA</p> | <p>Hard Copy Comment Form</p> |

| <p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Name, Zip Code, Affiliation</p> | <p align="center">Format</p> |
|---|---|--|---|
| <p>I wholly endorse the amended pathway improvements as proposed and endorse additional pathway connectivity for all segments of the greenbelt system, rails-to-trails opportunities, and bike/ped infrastructure enhancements that make active transportation as accessible to all, and in particular underserved, portions of the community to include ADA accessibility. I'd also love to see additional proposed facility improvements for first and last mile connectivity to existing, enhanced, and future planned transit to include lite rail. This in addition to the continued improvement of road widening where necessary to reduce congestion on the complete transportation network.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Meridian, and Ada County Highway District.</p> | <p align="center">83702</p> | <p align="center">Online Comment Form</p> |
| <p>I feel like walkability is still an issue that needs addressed for non drivers to be safe in the treasure Valley it's hard to walk anywhere without your life at risk and safety and it's frustrating 😞</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> | <p align="center">Ian James Bott 83702</p> | <p align="center">Online Comment Form</p> |
| <p>I support the addition of the various multi-use pathways listed on the amendment.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> | <p align="center">83703</p> | <p align="center">Online Comment Form</p> |
| <p>Insist that the funding approved for the connections to Hwy 16 be released to ACHD immediately. Without these funds, there is virtually NO WAY that those connections will be completed.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Ada County Highway District.</p> | <p align="center">83642</p> | <p align="center">Online Comment Form</p> |
| <p>For the Five Mile Road – I-84 Overpass Construction project, they have explained there is not enough space to allow an on-ramp to the highway because cars have to be given a certain amount of space to get up to speed. However, is there enough room to put in an OFF-ramp? There are several places in Northern VA where you can get OFF but not on to the highway. At least it alleviates some traffic.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>An interchange at Five Mile Road was contemplated when I-184 (the Connector) was being planned in the 1990s. Working with the City of Boise and the Ada County Highway District, a decision was made by the Idaho Transportation to build an interchange at Eagle Road instead of Five Mile Road. The area built up with that exclusion in mind and constructing one now would violate the best safety practice of interchanges being two miles away from each other (Five Mile Road is less than two miles from the Flying Wye), require many homes to be relocated, and be prohibitively expensive.</p> | <p align="center">83709</p> | <p align="center">Online Comment Form</p> |

| <p style="text-align: center;">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p style="text-align: center;">Staff Response</p> | <p style="text-align: center;">Name, Zip Code, Affiliation</p> | <p style="text-align: center;">Format</p> |
|---|---|---|---|
| <p>See my comments above. I would like to see a greater percentage of our tax dollars used to fund a 21st century mass transit system. Stop widening roads!</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> | <p style="text-align: center;">83702</p> | <p style="text-align: center;">Online Comment Form</p> |
| <p>KN22715 SH55 Karcher Rd, Farmway to Middleton. Why is KN23437 I-84 Centennial Interchange to Franklin prioritized for 2023 ahead of KN22715, bumping it to 2027? Karcher Rd. already has congestion that backs up ½ mile to ¾ mile. The initial research was done back in 2011-2013. So by the time you complete this project, the initial research is 20 years old and its congestion will be completely unmanageable. Why move that behind the 10th street offramp with a poor design.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho transportation Department.</p> <p>According to ITD: State Highway 55 construction for Farmway to Middleton Road is being funded in 2024. ITD is currently working on final design plans for this project. The SH-55 corridor design and construction was accelerated from 2027 with the last ITIP update. SH-55 was designated as a priority corridor under the Leading Idaho Transportation Expansion and Congestion Mitigation program, so the design is being advanced, followed by construction. ITD will begin designing SH-55 Pear to Farmway in 2023.</p> <p>The I-84 Centennial Way to Franklin Road project is also moving forward with final design plans and funded for construction in 2023.</p> | <p style="text-align: center;">Craig Allison</p> | <p style="text-align: center;">Hard Copy Comment Form</p> |
| <p>Yes to all the proposed projects. Please add sidewalks on the bridge over I-84 on Emerald going to Cole. The sidewalk stops at the bridge and many people ride/walk on that bridge. Excited for the State St. Premium Corridor project.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.</p> | <p style="text-align: center;">Caile Spear 83706</p> | |
| <p>SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon, Key No.- 23184. I am concerned that the project listed above is moving too quickly for consideration to be given to the concept of including a pedestrian and bicycle pathway tunnel under HY 55 somewhere between Montana Ave. and 10th Ave in Caldwell. As you know the funding for this project has been accelerated in that a 3-year project is now a potential 18-month project. This does not allow sufficient time for the City of Caldwell to apply for a grant to fund the concept. A tunnel under the new HY 55 is justified: (1) that stretch of highway is the most dangerous in Idaho, (2) a</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, and the Idaho Transportation Department.</p> | <p style="text-align: center;">Paul Mann</p> | <p style="text-align: center;">Email</p> |

| <p style="text-align: center;">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p style="text-align: center;">Staff Response</p> | <p style="text-align: center;">Name, Zip Code, Affiliation</p> | <p style="text-align: center;">Format</p> |
|--|--|---|--|
| <p>pathway plan improving access to Deer Flat National Wildlife Refuge and the surrounding communities was incorporated in the <i>Lake Lowell Area Bicycle and Pedestrian Access Plan: Bicycle and Pedestrian Network Plan</i> published in 2016, and (3) a pathway to Lake Lowell is incorporated in the master plan for the Caldwell Pathways and Bike Route Committee. In 2016 major improvements to HY55 were not under consideration and therefore planning for safely crossing a major 5-lane highway was not feasible. This concept was presented to ITD in response for comments for this section of the project in January of 2022. At that time ITD did not want to address the concept for it had never occurred to them that there was a need. Also, the environmental studies were almost completed and ITD did not want to reopen them and the land near Montana Ave. has historic status because of the Seven-day Adventist School and property. Since January the City of Caldwell and the Seventh Day Adventist Church have negotiated an agreement for the development of a pathway along the west side of the Seventh Day Adventist property on the north side of the new HY55 and possibly along an irrigation ditch on the south side of the new HY55. The City has also been negotiating with a developer that has property on the north and south sides of HY55 to incorporate a pathway in their developments. Such a pathway would end at Mallard Park on 10th Ave and then pedestrians and bikers could connect to the pathways surrounding Lake Lowell as proposed in the document listed above. ITD has recently consider the concept of a tunnel under HY55 if it were limited to the right-of-way of the new highway and Caldwell would be responsible the pathway connections for both the north-south pathway connecting to Lake Lowell and to the pathways parallel to the new highway that would within the right-of-ways. An important aspect of this tunnel concept is funding. With the condensed time line for the HY55 project there is not time to pursue a normal project grant for the tunnel; therefore, if Compass is aware of means to apply for an</p> | | | |

| <p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Name, Zip Code, Affiliation</p> | <p align="center">Format</p> |
|--|--|--|---|
| <p>emergency grant, please, inform the Mayor of Caldwell, Jarom Wagoner. Envision a pathway from Sacajawea School in North Caldwell to Lake Lowell passing close to several other schools that would permit students of all ages, bikers, walkers, and visitors to safely travel to a national wildlife refuge for bird watching, wildlife observation, fishing, and for the wild flowers. I am not an employee of the City of Caldwell, but I am a resident that serves on the City's Pathway and Bike Route Committee.</p> | | | |
| <p>KYN RD216-04 Thankful this Eagle Road project is on your list so congestion won't be so bad. You guys at COMPASS are awesome!!! 😊</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p> | <p align="center">NA</p> | <p align="center">Email</p> |
| <p>Looks good</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> | <p align="center">Cameron Wright 83709</p> | <p align="center">Online Comment Form</p> |
| <p>State Highway 16 – Interstate 84 to US 20/26 (Chinden Boulevard) This project should not be being done until all the safety and congested projects are done. ITD has full legal authority to request legislative changes. Karcher RD. by ITD's own admissions is one of the worst sections in Idaho. ITD has blocked an entrance to a subdivision because there is no turn lane to it and traffic backs up and causes accidents. The mayor of Nampa should be ashamed to put HWY 16 ahead of the HWY 55 project just to placate REP Mike Moyle and the Governor just because they are too lazy to drive 1 mile from HWY 16 on a 4-lane road to ten mile and then up to I 84. There is no congestion on those roads. Stand up Mayor Kling to Rep Moyle pork project. This money was for congestion and safety not to placate laziness. This road is not needed until Ten Mile starts to get congested. This isn't even making a dent into Garrity because no truck driver is going to pass that exit just to take this new one and back track. Plus, the vast majority of traffic goes South off of Garrity not North. If you wanted to make a dent, then you should have forced them to put a South bound exit leading to Flamingo so they can gain access to Robinson RD. That would actually help if you would take 10 seconds to look at a map</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p> | <p align="center">Craig Allison</p> | <p align="center">Online Comment Form</p> |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|--|-----------------------|------------------------------------|---------------|
| but no your all to readily wanting to genuflect to ITD and Rep Moyle. | | | |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|--|---|------------------------------------|------------------------|
| Comments on the Air Quality Conformity Demonstration for Northern Ada County | | | |
| I would like to see future public transportation to lesson the use of automobiles. It would be nice to have a lite rail system that encompasses the entire Treasure Valley. Much like the old trolley system that was dismantled years ago. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. | 83644 | Online Comment Form |
| Models predict below federally allowable airborne pollutants across years due to increased vehicle emission standards and the retiring of older vehicles. I am curious if the models consider expected increases in fire frequency (due to climate change) and associated increases in particulates. | Thank you for your comments; they will be shared with the COMPASS Board of Directors. The MOVES model and conformity demonstration are focused on motor vehicle emissions and account for vehicle, age, federal standards, etc. They do not consider wildfire smoke. | 83702 | Online Comment Form |
| Water availability. Please recharge the aquifer fully! | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | NA | Hard Copy Comment Form |
| Thank you for such important work to maintain emissions conformity and hopefully the desired effect of full compliance toward the lifting of the need for advanced monitoring and improved emissions over time to result in high quality air for safe and vibrant, healthy communities. | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | 83702 | Online Comment Form |
| There should be more information on creating a better carbon footprint and how | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Ian James Bott 83702 | Online Comment Form |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|---|--|------------------------------------|------------------------|
| to reduce emissions from it before we tackle anything like this in my opinion | | | |
| I support any improvements that can be made for public transit. I was glad to see the various Valley Regional Transit service improvements listed in the document. By providing stellar public transit, fewer people will drive and more people will use public transit. Thereby, helping to improve the air quality in Ada/Canyon County. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. | 83703 | Online Comment Form |
| Looks fine with the possible increasing [pollutants caused by the elimination of emission testing (the data to support this elimination is suspect at the very least). It's easier to determine the attainment levels of northern Ada County as it has always shown lower CO emissions. | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | 83642 | Online Comment Form |
| I don't understand why northern Ada County needs an air quality conformity demonstration project because of deteriorating air quality (thank you, Boise's rampant growth and development) while, at the same time, the Idaho Legislative is proposing to do away with the vehicle emissions testing requirement in Ada County. Are all government "in sync" on this issue or are governments in Idaho sending mixed messages to the public? | Thank you for your comments; they will be shared with the COMPASS Board of Directors. The requirement for the air quality conformity demonstration and the requirement for vehicle emissions testing both stemmed from violation of the carbon monoxide (CO) ambient air quality standard that occurred in northern Ada County in the mid-1980s. Ada County has not had a CO violation of the standard since the mid-1990s. Data collected by the Idaho Department of Environmental Quality (DEQ) indicates that the benefits of the emission testing program have declined in recent years because newer vehicles on the roads meet tougher emissions standards. DEQ does not believe any negative impacts will occur to air quality and public health because of removal of the emissions testing requirement. The Legislature took its action on emission testing based on this data collected by DEQ, and at this time, the federal and local governments are also expected to remove their requirements in 2023. Air quality and the impact of travel patterns and congestion remain important considerations when planning transportation projects. | NA | Hard Copy Comment Form |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|--|---|------------------------------------|---------------------|
| Yes to more electric buses and think VRT should have more small buses/vans. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. | Caile Spear 83706 | Online Comment Form |
| Looks good though these vehicles should be moving to EV. | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Cameron Wright 83709 | Online Comment Form |

| Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation | Format |
|--|---|--|------------------------|
| Comments on additional changes to the FY2022-2028 and draft FY2023-2029 TIPs and Communities in Motion 2040 2.0 | | | |
| as usual, saw nothing to improve SW Boise. poor planning in this area. they expect you to walk on sidewalks just feet away from cars driving 40+ mph. does not feel safe nor enjoyable thus people drive. | Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, and Ada County Highway District. | 83709 | Online Comment Form |
| No comments. I'm grateful for the Garden City area RAISE grant being approved and look forward to many improvements in that area. | Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Garden City, and Ada County Highway District. | 83642 | Online Comment Form |
| (1). Bicycle and Ped Bridge KN20841 – (2). Please add a bike path from Colchester to Two Rivers Dr. (This would connect our community – Banberry Meadow has 50+ bike riders that want access to the greenbelt). (or) a bike lane on Colchester (westside) to cross Eagle Rd. (3). A bus that goes down Eagle Rd. to Eagle Downtown and the Village (the loop). | Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, and Valley Regional Transit. | NA | Hard Copy Comment Form |
| Work with VRT to have covered bus stands at all locations. Make waiting for a bus more comfortable. Do you wait for a bus unsheltered when the weather is bad? Also need trash cans at bus stands so trash doesn't go into the streets. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. | Caile Spear 83706 | Online Comment Form |
| Under Section Public Transportation, NEW FTA 5307 Key # 20043 for demand response transportation in the Nampa area shows funding for added FY27 at total program cost of \$300,000 when the minimum should be the current FY23 amount of \$480,000 and not a decreased amount. | Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. | Terri Lindenberg Treasure Valley Transit, Inc. 83651 | Online Comment Form |

Received 9-14-2022
@ 5:00 PM by
Matt Stahl

Comments on the draft FY 2023-2029 Regional Transportation Improvement Program

My comment is that there is a great need for an intermediate Interchange midway between the urban four mile stretch between the Cole Road interchanges and the Eagle Road Interchange.

Very few urban areas have such a four-mile distance between interchanges. Certainly, that significant distance is not the case through the rest of Boise and to west of Nampa.

That interchange must have the east bound on ramp (if built) be limited so no on bound traffic can do immediate left lane changes to use the I-184 downtown connector. However there still would be a significant benefit to have the potential east on bound traffic still be able to go east toward Micron and other east points. (Relative potential I-184 users would continue to use their current routes.)

It would be most wise to review the scheduled rebuilding of the Five Mile overpass so a provision would be provided to add interchange ramps now or in the future.


The current high-use hours has tremendous congestion at the Eagle Road interchange and at freeway entrances on the two Cole Road Interchanges. Those problems will become worse as more west Boise infill takes place and the large number of residents of Southwest Boise struggle to gain freeway access. These will increase as South Coverdale Road is expanded to a "built out" five lane road just south of Overland Road.

The potential Five Mile Interchange was first studied in 1981 by IDT when the Eagle Road location was subsequently picked as a first location. Forty years later the next phase appears as much overdue.

The mayors of Meridian have encouraged the development of intermediate interchanges in their impacted areas with lots of resulting growth and lessor congestion. It is suggested that this also be the position of the mayor and staff in Boise and relative ACHD leaders.

I write these comments as a public service from many decades of observation and of now seeing the great unmet needs of West Boise and of Southwest Boise.

Sincerely,



Ralph Mellin

Past Idaho Registered Civil Engineer

To the Leaders of Compass; Key # 23336

Once again we have poor research and failure on ITD's part to address all problems regarding Karcher interchange. To justify not making any of these changes they used data from 2018. Really, if that data was so solid we would have had the additional off ramp lane included in the initial construction. The lane would not have to be added later. This actually pains me at the disrespect that ITD this has shown towards myself as a veteran that they are unwilling to address these issues because they just don't want to spend the money and used junk data to justify the lack of resources offered. They downplay everything since they don't live out here. I have personally been backed up across the bridge while trying to take my disabled mother to Oh' Crab. Were backed up because cars were trying to use the West onramp but were backed up into the left through lane because there was not enough storage. I mentioned this to one of the engineers and they blew it off like that wasn't a problem and this won't be addressed but we should have 2 turn lanes that go left onto the West onramp. This would also allow for 2 turn lanes for the East bound onramp.

Also, because of the failure to properly research and downplay the issue, cars trying to use the East bound on ramp are still slamming on their brakes, having to go further to the light, or get into accidents. This is all after they widened the interstate which should have made it easier with no back ups or slow downs. However, their poor design on Caldwell BLVD which only has one lane to use to go East bound backs up past Jalapenos Bar & Grill. So cars use the other lane which forces them to cut into the right lane forcing cars to jam on their brakes. This would have been solved if they allowed for another flying right lane like they have a Garrity. However, once again that's extra money and since they used no money for planning we got junk designs.

In fact, Board Member Delorenzo upon seeing there was excess funds after the FEDS gave us some money for widening I-84 transferred the money to pre develop HWY 16. This pre development funding is something that she would not provide for I-84 and it shows in their project planning and development. The \$10 million out of the \$19 million that was transferred could have been used during the construction and widening. Now because of their poor planning and research the widening will be complete and then we will have another project to deal with on that section of intersection. I guess Canyon County residents don't deserve a break. Also they failed to plan for an extra lane at the off ramp when they took out the old ramp they had to come back and had to add another one. Why wasn't that in the initial plane. Oh, they rushed and didn't think of it!

Why is it that the leaders from Canyon County on Compasses' Board are so neutered that they cannot stand up to this pattern of poor planning and funding while demanding onetime fix for this whole interchange? In fact according to their

website their using 4 year old data to justify the lack of updates while the current design isn't even going to work. When ITD held their last meeting, I asked how it was going to be possible for a dozen cars to enter this flying right turn while 2 full lanes are coming across from COSTCO, Sportsman Warehouse, and the rest of the businesses. All those cars coming from the freeway are going to stack at the light. Now if all of those cars are going to go through to Karcher no problem. However, that is not going to be the case. Some of those cars are going to need to get over through both those lanes to get to those 2 left turn lanes while cars in the left lane is going to need to get over through 3 lanes so they can turn right onto the BLVD all within about the length of a 1/2 of a football field. I even told this to a engineer and that I have seen cars on the current flying right turn stop in the lane waiting for a car to let them over. This engineers response was there just going to have to get over. Really, and ITD engineers says their just going to have to get over. All they want to do is get cars off the interstate no matter what and they don't care how this will impact the traffic on the interchange. ITD is more worried about possibly the 1 person walking across the bridge a day. But let me tell you that as a Transportation Officer with 18 years experience in the Army trained to route convoys and to identify routes that certain vehicles like semi-trucks will have a very tuff time getting over. They just use the lower end estimates to justify not spending the resources. Also, not going all the way down to Middleton RD is a mistake. let them have the whole length and just put up signs saying its lane ends at Middleton. This is so dumb to have it merge to 2 lanes again in front of the Wells Fargo just to turn around and add a turn lane 40ft later for the Maverick Gas Station. This is the same format they have on Eagle road and cars weave in and out of that lane all the time. I challenge you Mayor Kling or Mayor Wagoner to take these issues to ITD and ask why are these not being addressed and why they are using outdated data. I bet you there response is going to be 1 they only allotted this much money or 2 they can come back to fix it again for the 6th time. So ask them why have they not had to update any interchanges they built with the original GARVEE bounds. Answer, because they were in ADA County and they used the high end estimates to justify the expense. But once again, ITD will prove my point that they don't take our needs seriously. Actions speak louder than words.

Key #22715,23184

How disappointed am I with Compass and especially with Mayor Kling and Mayor Wagnor. Karcher is rated one of the worst sections of road in the state. ITD's lack of maintenance has led to them blocking the entrance of off Karcher to one of the subdivisions. The road that ITD blocked was Canyonview Way because they never put a turn lane in. So the taxpayers that live there now have to drive all the way around to Lake to get to there homes. Also, 2 days ago I was driving home and I was stopped just after passing the bridge where it mergers. Traffic was backed up all the way from Midway which is about 2/3 to 3/4 of a mile. What is that going to

be like when we add another 3,000 cars a day in 3 short years. This project should have been moved up when ITD was allotted \$1 billion to bond for roads. So you would think this would have been a priority since its congested and has significant safety issues. But no, we get a piss poor design at 10th ave and a pork project in Bannock County. Did you all even know that. Board Member Horsch go \$110 million to redesign the intersection in Pocatello. Please note that Bannock County grew a whopping 5% over the last decade while Canyon County grew 22%. That means in the next 5 years Canyon County will have close to 277,454 while Bannock County will only have 94,329. That interchange could have lasted another 10 years with maintenance just like they did at the Notus exit. Both were build in the same time frame so ITD could have done what they have stated many times that congestion and safety was their priority but neither criteria was met on that Bannock County project. This was all politics on ITDs board.

So what are you all going to do about it. Are you Canyon County leaders going to roll over and play dead to ITD and not confront them with these issues. How are we going get this project moved up. Just think about their incompetent planning for a moment. Construction started on the freeway in 2018 and wont finish until fall of 2023 when the bridge will begin and last till 2025 or 2026. Then they will start on Karcher in 2027 which wont get done for another 3 years. So that means ITD will be doing work for over a decade that residents off of Karcher will have to deal with. You tell me anywhere in this state that residents will have to put up with that. But if you are not willing to speak up for us as your constituents we will continue to be treated as second class citizens. Priority goes ADA County, the rest of the state, and then Canyon County. You can see it in their prioritization and their funding of their projects.

Key # : ORN23544 Once again ITD refuses to identify issues when doing projects. ITD is so clueless that the Eagle west bound onramp that needs to be redone has huge issues with congestion. You have issues with traffic backing up all the way to E Franklin Road. This congestion causes problems with traffic coming-out of St Lukes at Allen St. All ITD has to do is add an inside lane to the existing ramp creating a second lane that can merge to one. What this would do is allow the right through lane to be a turn lane and a straight through lane. The only thing that would be needed is some signs to tell drivers both lanes are turn lanes so they don't try and stack. ITD just needs to move the stop light farther back about 14 feet and make it a no turn on red. This would make any vehicle in the center lane be able to go across from the West bound off ramp and go straight through. ITD would not need to buy any land. However do you think they would do it. I would doubt it because the idea didn't come from them but it would work and that speaks volumes on their character. So do I have your support to add this to the project or is this just a formality and check the box for ITD. If that's the case just be honest so I can tell my friends not to bother wasting our time since any suggestion will fall

on deaf ears. Finally, I am glad to meet with any of you to speak about these projects just give me a day or two to arrange with my employer some time off. Heck I'll gladly meet you at the corner of Karcher and Cleveland BLVD at 7 am during the week to show you the issues.

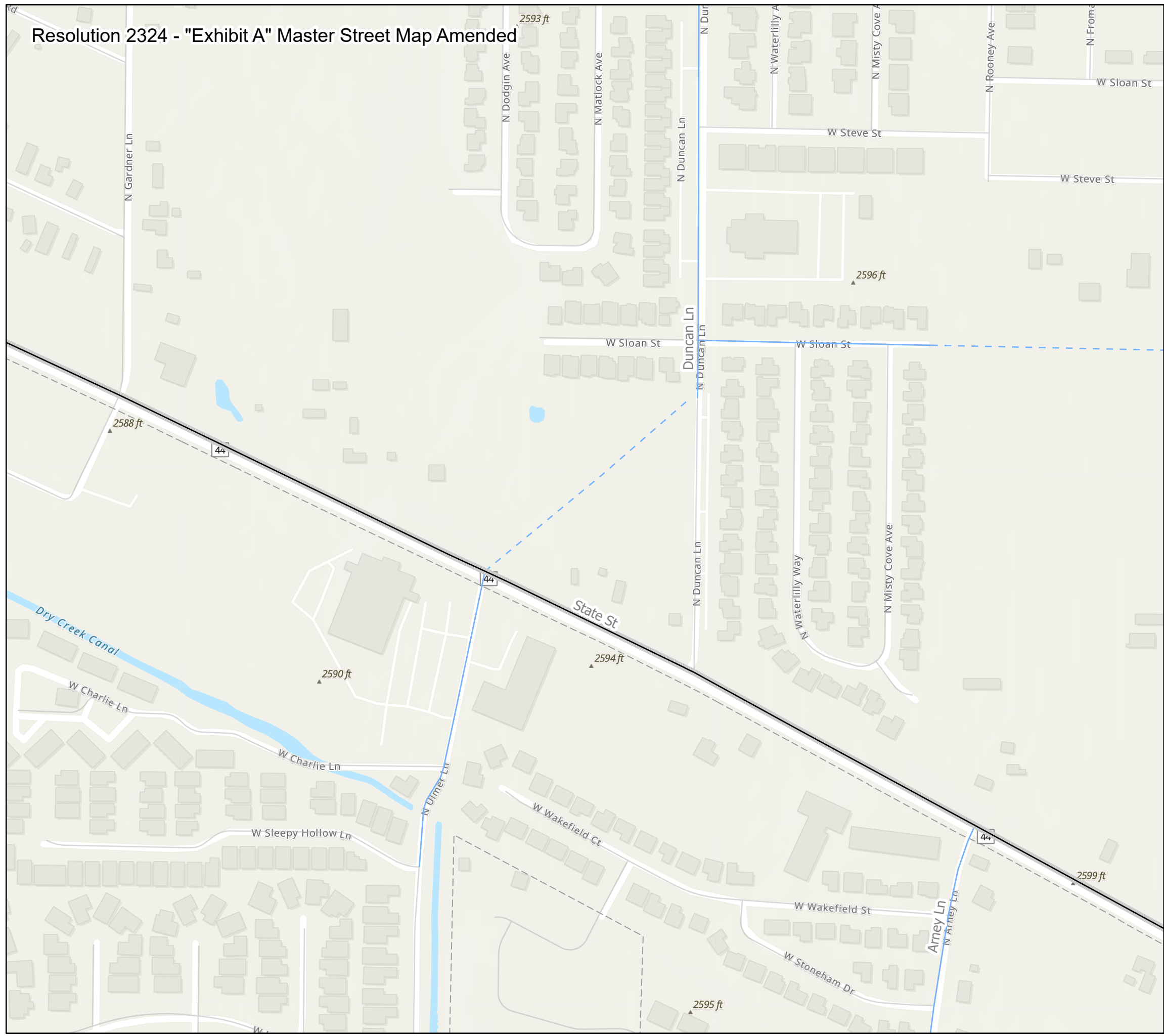
Respectfully, Craig Allison

Resolution 2324 - "Exhibit A" Master Street Map Amended

Ada County Master Street Map Amended October 28, 2020



The Ada County Highway District (ACHD) created the Master Street Map in collaboration with Ada County and its six cities to better link land-use and transportation planning. The Master Street Map is one of the key elements of the ACHD Transportation and Land Use Integration Plan. The Master Street Map is a living document and is not binding on future Commissions.



MSM Arterials

- State System*
- State System (New Alignment)*
- Mobility Arterials
- Mobility Arterials (New Alignment)
- Mobility Corridor (Under Study)
- Residential Mobility Arterial
- Residential Mobility Arterial(New Alignment)
- Transitional/Commercial
- Planned Commercial
- Residential
- Neighborhood Residential
- Town Center
- Industrial
- Rural
- Arterial(No typology designated)
- Under Study
- Proposed Planned Commercial
- Proposed Residential
- Proposed Residential Neighborhood
- Proposed Towncenter
- Proposed Industrial
- Proposed Rural
- Proposed Arterial (No typology assigned)
- Proposed Under Study

MSM Collectors

- Commercial
- Industrial
- Residential
- Town Center
- Traditional Neighborhood
- Rural
- Collector(No typology designated)
- Proposed Commercial**
- Proposed Industrial**
- Proposed Residential**
- Proposed Town Center**
- Proposed Traditional Neighborhood**
- Proposed Rural**
- Proposed Collector(No typology Designated)**

* Roadways identified as state facilities are only included to show the transportation system as a whole; planning for these corridors is under jurisdiction of the Idaho Transportation Department.

** Alignments of roadways identified as proposed collectors are subject to development review.

***Roundabouts locations may be adjusted to accommodate topographic constraints.

Public Comments Received (Verbatim)

For amendments to the regional long-range transportation plan, *Communities in Motion (CIM)* and the Regional Transportation Improvement Program (TIP).

Public Comment Period: October 25 – November 8, 2022

Total number of comments received by COMPASS: 14

Topics:

For both *Communities in Motion* and the TIP: Add an environmental study for the realignment of State Highway 45 in the City of Nampa, add an interchange modification report to investigate a future southern connection at the Interstate 84 and future State Highway 16 interchange, and add/extend the scope of the Canyon Street Pathway project in the City of Nampa.

For the TIP only: Add a railroad crossing improvement project on South Cole Road in Ada County, a roadway widening project on Franklin Road in the City of Nampa, and a project to remove a railroad crossing at Deb Lane near the City of Parma.

Outreach methods: 2 email blasts; legal notices placed in the Idaho Statesman and Idaho Press Tribune; public comment information posted to the COMPASS website and social media channels.

| Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small> | Staff Response | Name, Zip Code, Affiliation |
|--|---|------------------------------------|
| I feel like the plans are solid and that there always needs to have more walkability and use for public transportation I am grateful that people want to use a light rail and shuttle at some point but there needs to be a bit more ridership wanted I hope that we can find a solid compromise on what should be done for the community at large and that would need to be able to take care of the transport as a whole | Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and Valley Regional Transit. | Ian Bott |
| To whom it may concern Unusual, but I consider all of the amendments worthy of pursuing | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Hubert Osborne |
| Please consider building grade seperated intersections on Eagle Rd and major east-west streets, Franklin, Fairview, Ustic, and Chinden | Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, the City of Boise, and the City of Garden City, the City of Meridian, and the Idaho Transportation Department. | NA |

| <p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p style="text-align: center;">Staff Response</p> | <p style="text-align: center;">Name, Zip Code, Affiliation</p> |
|---|--|---|
| <p>I particularly like the study on the future southern connection to the I-84 - SH-16 Interchange. Now is the time to take a good look at it.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> | <p>Mac McOmber</p> |
| <p>I am not familiar enough to render an opinion on the Nampa projects, although in reading them they look to make a great deal of sense. The "New" Cole road RR Crossing is one of the many needed in the area and would strongly support that addition to the work schedule. Don't exactly know how it ranks against the other RR crossing needs, but would rely on your expertise to make that call.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, Ada County Highway District, and Valley Regional Transit.</p> | <p>Harold Klein</p> |
| <p>I would like to express my support for the "Add/extend the scope of the Canyon Street Pathway project in the City of Nampa". In looking at the City of Nampa Bicycle and Pedestrian Master Plan from August 2011, it is clear that this pathway was needed in 2011 and is still needed to get children safely to and from Centennial Elementary School in Nampa. In looking at the Centennial School profile on the Public School Review website, the data provided would lead one to conclude that many of the Centennial students walk and bicycle to school. For instance, the state of Idaho statewide average for students eligible for free lunch is 25% - the students eligible for free lunch at Centennial is 44%. This project is necessary to the safety of the students and the neighborhood and should be expedited. Thank you for the opportunity to provide comments on the proposed amendments to the Communities in Motion.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p> | <p>Mary Beth Nutting</p> |
| <p>For decades, I lived in a growing region that built a light-rail system. It was very expensive and vastly underutilized by daily riders, rather it was used by people who decided to sleep in it nightly. The net result was no decrease in vehicular traffic on the roads. I believe it would be much more efficient to increase bus service so that schedules and routes can be easily modified in order to serve the greatest number of people, rather than building a fixed light-rail system.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> | <p>Melanie Johnson</p> |

| <p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p style="text-align: center;">Staff Response</p> | <p style="text-align: center;">Name, Zip Code, Affiliation</p> |
|---|---|---|
| <p>Let's get small rail service going between Caldwell, Nampa, Meridian and Boise, before the land is gone. Coming from Salt Lake & Utah County where we were able to ride light rail to SL Bee's Baseball, Utah Utes Football, Utah Jazz basketball games and many concerts where they attack anywhere from 10,000 to 50,000 spectators. It was great to get in short line to get on the train not too far from our home to our destination and ride it back avoiding all the traffic. Thanks again for what you are trying to do.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, the City of Nampa, the City of Meridian, the City of Boise, and Valley Regional Transit.</p> | <p style="text-align: center;">Don Benson</p> |
| <p>I believe that Idaho would benefit from a high-speed rail from Caldwell to Mountain Home. This would reduce the traffic on I84. I84 is constantly being widened and lanes added to deal with the traffic that has increased with exploding development. Increased traffic also means increased repairs on the highway. It would also spread-out development along that corridor instead of concentrating it on the Western side of the Treasure Valley. Yes, a large swath of land would be needed for the track beds, parking facilities & stations but this would be done all at once rather than the piecemeal manner that is happening with widening the highway. A high-speed rail would also reduce the amount of traffic & parking needed in Boise and other cities. It would reduce traffic accidents. It would increase the use of city bus lines from the station to the passenger's final destination. My husband and I have enjoyed the convenience of Metros in other major cities. It's time that the Treasure Valley grows up to it big kid status.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> | <p style="text-align: center;">Arlynn Hacker</p> |
| <p>One point I would like to make regarding Communities In Motion. A major need for infrastructure to create safe ways for pedestrians and bicycles is funding. If the builders and contractors who are putting in all the new construction for residents and businesses were properly and appropriately contributing from the</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> | <p style="text-align: center;">Jim</p> |

| <p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Name, Zip Code, Affiliation</p> |
|--|---|--|
| <p>money they are making the funding would cease to be an issue. Please find a way to make these builders and contractors pay for this infrastructure. Not only would the funding issue be resolved, but perhaps they wouldn't be so anxious to keep on with their audacious building that puts no responsibility on them for the resulting population growth.</p> | | |
| <p>I am commenting on the proposed amendment.</p> <ol style="list-style-type: none"> Regarding the addition of an interchange modification report to investigate a future southern connection at the Interstate 84 and future State Highway 16 interchange: There is a great need for another route to connect NE Nampa and NW Meridian to Highway 16. As the population in Emmett and surrounding communities grows, having a safe route for commuters is essential. Add a roadway widening project on Franklin Road in Nampa: We definitely need to widen Franklin Road in Nampa. This Road is used as a major way to get from NE Nampa to Meridian. The traffic becomes very congested during commute times. All the stop signs and stop lights make the commute miserable. If the Road were widened and Round-a-bouts installed, it would help the flow of traffic. <p>Since the Population Explosion in Nampa, Meridian, Kuna and Boise, our transportation Department really must find ways to help move all the additional traffic in a safe, expeditious way. Slow, congested traffic can cause drivers to be impatient and increase the number of accidents, both for vehicles and for pedestrians/bike riders. Developers in these new housing areas should be responsible for the cost to improve our Regional Transportation. And homebuyers in these new communities need to share some of the responsibility also. Long time residents should not be taxed for the needs caused by the influx of population.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, the City of Meridian, the City of Star, the City of Kuna, the City of Boise, and the Idaho Transportation Department.</p> | <p align="center">NA</p> |

| <p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p style="text-align: center;">Staff Response</p> | <p style="text-align: center;">Name, Zip Code, Affiliation</p> |
|--|--|---|
| <p>I live southwest of Lake Lowell and travel Marsing Rd to the Lakeshore/45 intersection (which is becoming a major hazard during busy times and needs a traffic light), then north on 45 through Nampa, ending (via routes that vary by day depending on conditions) near the Garrity exit. I support the environmental study and the interchange modification report amendments. It would be ideal to bypass downtown Nampa by connecting Marsing Rd/Lakeshore/45 or Deer Flat/45 to the new State Hwy 16 interchange to the south (Robinson). Doing so could alleviate some traffic on Karcher coming from Marsing, and would provide better freeway access and less Nampa/12 Ave Rd. congestion for residents of south Nampa, Melba, etc. Please don't neglect to include sharrows or sidepaths for bikes/pedestrians on every new road project. Pave and allow bikes and pedestrians on irrigation canals. And please develop a public transit system, such as light rail, connecting all points from Mountain Home to Marsing and points north.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, the Idaho Transportation Department, and Valley Regional Transit.</p> | <p>Alicia Adams</p> |
| <ol style="list-style-type: none"> 1. I would like to suggest that a turn lane be put in for west bound traffic onto Lakeshore at the intersection of Hwy 45 and Lakeshore. 2. If not both, at least a traffic light would help improve access onto and across Hwy 45. 3. A traffic light at Hwy 55 and Riverside would also be a great thing. <p>These are the primary access points for travel around the south side of Lake Lowell and neither of these intersections are safe enough. Thank you for sending the link and an invitation to make sure my comments are included.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, and the Idaho Transportation Department.</p> | <p>Jeanie Amen</p> |
| <p>To Whom It May Concern, Up until recently, I was on the freeway daily. I have seen a lot of changes over the years. Some good, some not so good. I have seen vehicles lined up on the freeway lanes while trying to take an off-ramp, which creates a dangerous situation for all involved. My biggest</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> | <p>Pamela Hansen</p> |

| <p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p style="text-align: center;">Staff Response</p> | <p style="text-align: center;">Name, Zip Code, Affiliation</p> |
|--|---|---|
| <p>question at this time is, who in their (so-called) wisdom decided it was a good idea to close down the original east bound off ramp at the Karcher interchange? I see vehicles lined up onto the freeway lanes on a daily basis trying to take the "new and improved" east bound exit. Why was this done and will you ever open it back up?</p> | <p>Response from ITD: Thank you for your comment and ITD understands your frustration. The good news is ITD just opened the second off-ramp lane this morning, November 8th, at the Karcher Interchange. This should help with traffic stacking on the interstate. In addition, ITD opened the new auxiliary lane between the Northside and Karcher interchanges. An auxiliary lane is a lane that goes between interchanges and gives people more time to merge or travel to the next exit without merging.</p> <p>ITD is currently designing additional improvements to the Karcher Interchange which are scheduled to start construction next year. The improvements include:</p> <ul style="list-style-type: none"> • Providing an additional westbound lane on Karcher Road (State Highway 55) from the westbound ramps through Caldwell Boulevard. • Widening the interchange bridge to provide a dedicated lane for the westbound off-ramp traffic to travel westbound on SH-55. • Reconfiguring westbound and eastbound off-ramps to improve safety and traffic flow, and increase capacity on these ramps. • Adjusting signals at ramp intersections, Caldwell Boulevard, and Cassia Street to accommodate SH-55 pavement widening and improve congestion. • Adding a third westbound through lane and dedicated right turn lane at the intersection of Karcher Road (SH-55) and Caldwell Boulevard. • Adding a pedestrian flashing beacon at the I-84 eastbound on-ramp. • Widening some sidewalks within project limits. • Repaving Karcher Road (SH-55) from the westbound on-ramps to Middleton Road to extend the pavement life and smooth the surface. <p>You can find more information about the project at: itdprojects.org/84corridor. If you would like to sign up for ITD emails regarding the I-84 corridor, you can sign up here.</p> | |

Public Comments Received (Verbatim)

Amendment #2 to the FY2023-2029 Regional Transportation Improvement Program (TIP)

Public Comment Period: January 3 – January 17, 2023

Total number of comments received by COMPASS: 10

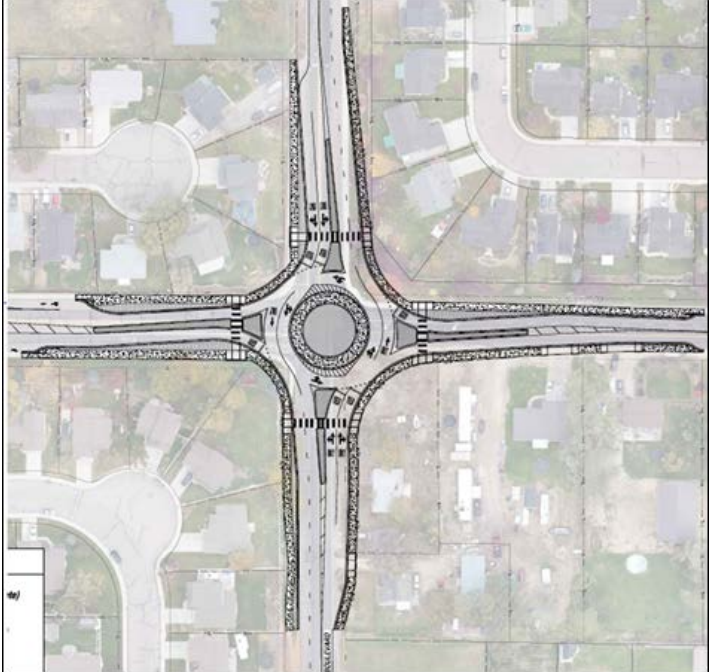
Topics:

The proposed amendments would add two new projects and extend the scope of three projects in the regional transportation improvement program (TIP):

- Add a project to complete the Glenwood Corridor Plan in the City of Garden City
- Add an intersection improvement project at Midland Boulevard and Iowa Avenue in the City of Nampa
- Change the scope of a project on State Highway 55 near Avimor to add operational improvements
- Change the scope of two projects in Ada County to meet budgetary limitations

| Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small> | Staff Response | Name, Zip Code, Affiliation |
|--|--|--------------------------------|
| <p>1. ACHD should make a priority to relieve pressure on Bogus Basin and Harrison Blvd by completing the 36th street segment between Hill Road and Cartwright. Eminent domain should be used if necessary. The speed limit in this segment should be 25mph.</p> <p>2. ACHD should fix the horrible intersection congestion at Curling Road and Bogus Basin by installing a roundabout versus the 3 way stop. Yes, ACHD just rebuilt this a couple of years ago, and it should've been done then.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, the City of Boise.</p> | <p>Gary Roeder</p> |
| <p>I support adding the SH-44 (Glenwood) Corridor Plan. The existing facility is deficient, particularly for bike and ped connectivity. With the potential redevelopment of Expo Idaho, ITD needs to get ahead of development.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Garden City.</p> | <p>Bob Taunton</p> |

| <p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p style="text-align: center;">Staff Response</p> | <p style="text-align: center;">Name, Zip Code, Affiliation</p> |
|---|---|---|
| <p>My comments re Treasuer Valley transportation are as follows: Eagle Rd from Hwy 44 in Eagle to I-84 should have been a limited access, freeway type highway. Too late for that now, so: Major intersections should be grade seperated so that traffic on Eagle and the crossing street do not need to stop. This would be appropriate for Chinden, Ustick, Fairview, and Franklin.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, and the Idaho Transportation Department.</p> | <p>John Olden, PE, Retired</p> |
| <p>Please keep the flow of traffic. Right hand turn lanes. Going into these housing tracts backs up traffic. Bus pull into housing tract or a place for them to pull in too. Build elementary schools in tracts larger the 500 homes 300 pick a number so the children don't have to be bussed. Traffic lights are so extremely long people almost fall asleep. Light on ustick waiting for eagle is so long of a wait and so fast for Eagle. I hope you plan on a street light on uptick at Venable. It already is a long wait with first faze now next faze opens yikes. The developer should have to pay for them.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, and the City of Meridian.</p> | <p>Gretchen Shetler</p> |
| <p>The project is listed as: Add an intersection improvement project at Midland Boulevard and Iowa Avenue in the City of Nampa. Thank you for the opportunity to provide feedback on this project. I am in favor of a roundabout at this intersection. I live off of Midland Boulevard, between Iowa and Greenhurst. I use this intersection a couple of times per day. To be clear, I avoid this intersection about as often as I use it. A four-way stop sign is not working here. It is probably more of a reflection on the driving habits than it is on the intersection itself, but this is the environment we are dealing with. It might be worth considering putting a police officer at this intersection on a daily basis to encourage people to drive with sanity. Maybe changing the driving habits in the long run is cheaper. But assigning a police officer at the intersection means he/she is removed from a different assignment that might be more important. But the cost savings of having a police officer slow</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p> <p><u>Response from the City of Nampa:</u></p> <p>Midland & Iowa is slated to be a roundabout (see below photo). It may be constructed this year, but most likely it will be next year. The improvements at this intersection were incorporated in the Midland Corridor study that spanned Midland between Greenhurst and Karcher, but the project is being advanced because of the high need.</p> | <p>NA</p> |

| <p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p> | <p align="center">Staff Response</p> | <p align="center">Name, Zip Code, Affiliation</p> |
|---|--|--|
| <p>traffic down may be cheaper than installing a roundabout. Just a side thought. With our growth, we need to be forward thinkers. If Compass Idaho is looking for feedback, you have my support for what you are trying to do. However, I am curious about something. I recently took a look at a couple of proposed projects for the Midland Corridor between Karcher and Greenhurst. I am not clear if this roundabout is a part of that project or will replace any part of a proposed project. If this roundabout is being offered as a replacement to four-way stop signs, then I am all for it as I've said. If you are asking if I like a roundabout rather than traffic lights, then I will tell you that I prefer the roundabout. I appreciate the opportunity to have a voice. Thank you once again.</p> |  | |
| <p>I am totally in favor of this. Change is hard for some to accept but roundabouts work in slowing traffic down, and letting traffic from both directions to continue to flow. I know it's more expensive at the startup up but slower speeds enforced by the curvature of the roads prevents running red lights at high speed causing tragic accidents. Count my vote in favor.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> | <p>Sue Bruening</p> |
| <p>My only concern is the vague wording for</p> <ul style="list-style-type: none"> • Add a project to complete the Glenwood Corridor Plan in the City of Garden City <p>I hope it relates to changes near the county fairgrounds. Otherwise, I am opposed to any changes to the Glenwood corridor. It has the best level of service it can with so few river crossings in town. I suggest you better identify the scope of the</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Garden City, and the Idaho Transportation Department.</p> | <p>Patricia Matthews</p> |

| <p align="center">Comment</p> <p align="center"><small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small></p> | <p align="center">Staff Response</p> | <p align="center">Name, Zip Code, Affiliation</p> |
|---|--|--|
| <p>Glenwood study. I was the designer for the last Glenwood corridor improvement in the 90s.</p> | | |
| <p>Hi I'm Ken I just have some thoughts NAM04 Midland Boulevard and Iowa Avenue Intersection Improvements, Nampa. I am all for the improvements that includes curb, gutter, sidewalk, pedestrian ramps, and bicycle facilities, as well as illumination and stormwater improvements. I would love for Middleton Rd to have sidewalks and bike lanes that connect to each other that go from Greenhurst Rd all the way north to the city of Middleton. I am against the conversion of the intersection into a roudabout, honestly I just don't see people here in Nampa/Caldwell using the roundabouts in a correct manner. Sometimes one lane of traffic just continually moves [Ustick Rd] and blocks all others from using the roundabout until traffic dies down. Also this is something Drivers Ed never covered for us in the 90's/2000's so we don't have the ingrained training to use them properly. So for the intersection please leave it as a 4 way stop or convert it into a traffic light intersection like the one at Roosevelt. Thank you for your time</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, the City of Middleton, and the City of Caldwell.</p> | <p>Ken Benson</p> |
| <p>Adding turn bays and acceleration bays at N. McLeod Way will enable traffic to move through the area faster in the short term but will make the area less safe for pedestrians, cyclists and motorists in the long term when more development occurs in the area. Recommend that a second look be given to this project.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, and the Idaho Transportation Department.</p> | <p>Carl E. Whaley</p> |
| <p>The City of Nampa requests to add an intersection improvement project at Midland Boulevard and Iowa Avenue using local funds, with the intent that the project could be eligible for federal-aid in the future.</p> | <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> | <p>City of Nampa, Darl Bruner</p> |