# Working together to plan for the future 

## FY2024-2030 Regional Transportation Improvement Program

Report No. 12-2023
Adopted by the COMPASS Board of Directors on August 21, 2023 Resolution No. 18-2023

Amended: October 16, 2023
Modified: September 6, 2023, September 21, November 15, December 18, December 20, 2023, February 9, and March 8, 2024.

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RESOLUTION NO. 18-2023

## FOR THE PURPOSE OF APPROVING THE FY2024-2030 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 June 30 through July 31, 2023. 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 FY20242030 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 FY2024-2030 Regional Transportation Improvement Program and the associated air quality conformity demonstration.

ADOPTED this $21^{\text {st }}$ day of August 2023.


## ATTEST:



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

## Table of Contents

IN A NUTSHELL ..... 1
I.INFLATION FACTORS ..... 7
II.PUBLIC OUTREACH EFFORTS ..... 7
III.PROJ ECT SELECTION ..... 10
IV.CONGESTION MANAGEMENT PROCESS ..... 13
V.TIP ACHIEVEMENT ..... 22
VI.AIR QUALITY CONFORMITY ..... 58
VII.REGI ONALLY SIGNIFICANT PROJECTS ..... 58
VIII.LOCAL PLANNING ACTIVITIES ..... 59
IX.FINANCIAL CONSTRAINT ..... 61
X.PROGRAM FUNDING ALLOCATIONS ..... 76
APPENDIX A: FUNDING TYPES AND ACRONYMS ..... 77
APPENDIX B: TRANSIT RIDERSHIP ..... 86
APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA ..... 90
APPENDIX D: PRIOR YEAR PROJ ECTS ..... 102
APPENDIX E: LIST OF PROJECTS ..... 112
APPENDIX F: PUBLIC COMMENTS ..... 221
List of Tables
Table 1: Summary of Congestion Management Process Strategies and Tactics ..... 14
Table 2: Projects in the FY2024-2030 TIP by CMP Strategy, FY2024-2027 ..... 18
Table 3: Federal Performance Measures ..... 22
Table 4: TIP Achievement Categories ..... 24
Table 5: Analysis of TIP Achievement, FY2024-2030 ..... 26
Table 6: Active Transportation System Tracking ..... 27
Table 7: Analysis of Active Transportation Projects, FY2023-2027 ..... 28
Table 8: Transit Asset Management Targets ..... 30
Table 9: Analysis of Transit Asset Management Projects, FY2024-2027 ..... 31
Table 10: Pavement Conditions on the NHS, FY2022-2025 Targets ..... 32
Table 11: Projects that Improvement Pavement Condition, FY2024-2027 ..... 33
Table 12: Bridge Conditions, FY2022-2025 Targets ..... 35
Table 13: Projects that Improve Bridge Condition, FY2024-2027 ..... 36
Table 14: Projects for Public Transportation Operations, FY2024-2027 ..... 38
Table 15: Safety Targets, FY2023 ..... 39
Table 16: Analysis of Safety Projects, FY2024-2027 ..... 40
Table 17: Valley Regional Transit Public Transportation Safety Targets, FY2022 ..... 48
Table 18: Support Projects, FY2024-2027 ..... 48
Table 19: Projects that Improve System Performance, FY2024-2027 ..... 50
Table 20: Level of Travel Time Reliability Targets, FY2022 ..... 52
Table 21: Truck Travel Time Reliability and FY2022 Target ..... 55
Table 22: Truck Travel Time Reliability (TTTR) Index Example ..... 55
Table 23: Projects that Improve Truck Travel Time Reliability on the Interstate, FY2024-2027 ..... 57
Table 24: ITD Appropriations - FY2024 (as of August 30, 2023) ..... 64
Table 25: ITD Highway User Revenue - FY2024 ..... 65
Table 26: Available Funding* with Match vs. Programmed Projects FY2024-2030 Draft Idaho Transportation Investment Program (as of 6/29/2023) ..... 66
Table 27: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2022 ..... 68
Table 28: Total Disbursements for Agencies with Roadway J urisdiction, FY2022. ..... 69
Table 29: Total Income Minus Disbursements for Agencies with Roadway J urisdiction, FY2022 ..... 70
Table 30: VRT FY2024 Budget Summary by Budget Area ..... 72
Table 31: Percentage of Programmed vs. Available Funds Per Year. ..... 73
Table 32: COMPASS Region Available vs. Programmed Funding ..... 74
Table 33: Share of Project Costs Allocated by Type of Project ..... 76
Table 34: Funding Sources and Uses ..... 78
Table 35: General Acronyms and Terms Used in the TIP ..... 83
Table 36: Total Income Minus Disbursements for Agencies with Roadway J urisdiction, FY2017 ..... 91
Table 37: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018 ..... 92
Table 38: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2019 ..... 93
Table 39: Total Income Minus Disbursements for Agencies with Roadway J urisdiction, FY2020 ..... 94
Table 40: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021 ..... 95
Table 41: Projected - Income Minus Disbursements for Agencies with Roadway J urisdiction, FY2022. ..... 96
Table 42: Projected - Income Minus Disbursements for Agencies with Roadway J urisdiction, FY2023 ..... 97
Table 43: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024 ..... 97
Table 44: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025 ..... 98
Table 45: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2026 ..... 99
Table 46: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2018- 2022 ..... 99
Table 47: Projected - VRT Revenues and Expenses, FY2023 through FY2027 ..... 100
Table 48: Projected - VRT Revenues and Expenses, FY2024 ..... 101

## List of Figures

Figure 1: COMPASS Planning Area ..... 5
Figure 2: Northern Ada County Air Quality Maintenance Area ..... 6
Figure 3: COMPASS TIP Virtual Presentation ..... 8
Figure 4: Newspaper Advertisement ..... 9
Figure 5: Public Comment Demographic Data ..... 10
Figure 6: ACHD's Complete Streets Policy ..... 17
Figure 7: Pavement Asset Management Cycle, graphic from David Hein, PE, ARA, used with permission ..... 33
Figure 8: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure Website ..... 52
Figure 9: Sample Improvements in Average Travel Times, from FHWA's Performance Measure Website. ..... 53
Figure 10: 2021 NHS Level of Travel Time Reliability ..... 54
Figure 11: 2021 Truck Travel Time Reliability on the Interstate ..... 56

## TOTAL BUDGETED FOR TRANSPORTATION

 IMPROVEMENT PROJECTS IN THE TREASURE VALLEY
## IN A NUTSHELL

TOTAL BUDGETED OVER SEVEN YEARS

## \$1,725,797,000


*inflated costs


More detailed information is available starting on page 22:

## I NTRODUCTI ON

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. Although the TIP and STIP both reflect projects programmed between FY2024 and FY2030, federal agencies only recognize the first four years of the programs. Therefore, all analysis provides details for the federally recognized portion of the programs: FY2024-2027.

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

- Ada County
- Ada County Highway District (ACHD)
- Boise State University
- Canyon County
- Capital City Development Corporation
- City of Boise
- City of Caldwell
- City of Eagle
- City of Garden City
- City of Greenleaf
- City of Kuna
- City of Melba
- City of Meridian
- City of Meridian
- City of Nampa
- City of Notus
- City of Parma
- City of Star
- City of Wilder
- Highway District 4
- Idaho Department of Environmental Quality
- Idaho Transportation Department (ITD)
- Valley Regional Transit (VRT)

The TIP must be consistent with the regional long-range transportation plan, Communities in Motion $2050^{1}$ ( CIM 2050) which was 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,

[^0]information on the status of projects in the first year of the previous TIP is posted online ${ }^{2}$ by the end of each calendar year.

This document includes all federally and state-funded projects and those nonfederally funded projects deemed "regionally significant." The TIP projects identified in this document are within the estimates of available funds from a variety of sources, both federal and non-federal.

The Boise TMA includes the Cities of Boise, Eagle, Meridian, and Garden City; the Nampa Urban Area includes the Cities of Nampa and Caldwell. Both urban areas also include adjacent densely settled areas outside of city limits. The "raw" 2020 urban area boundaries are provided by the Census Bureau, and staff are currently reviewing options for adjusting the urban area boundaries for efficiency. The Cities of Kuna, Middleton, and Star are considered "Small Urban" Areas. All other areas of the region are rural. COMPASS' planning area boundary 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 coarse particulate matter, airborne dust, and other particulates; referred to as " $\mathrm{PM}_{10}$ ". Northern Ada County violated the federal standards for this pollutant in the early 1990s and has complied ever since. Plans are in place to ensure the area maintains its compliance with the standard. COMPASS must show that the projects contained in this TIP "conform" to this plan - 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.

Northern Ada County will remain a maintenance area for $\mathrm{PM}_{10}$ until November 26, 2023

This report includes additional detail in the following appendices:

- APPENDIX A - FUNDI NG 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 FY2023.
- APPENDIX C - HISTORICAL AND PROJ ECTED BUDGET DATA, provides additional information about transportation agency budgets.
- APPENDIX D - PRIOR YEAR PROJ ECTS, 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.
${ }^{2}$ Annual Listing of Projects: https://compassidaho.org/transportation-improvementprogram/\#annual
- APPENDIX E - LIST OF PROJ ECTS, provides a detailed list of projects that are funded with federal or state funds, or considered "regionally significant," no matter the funding source.
- APPENDIX F - PUBLIC COMMENTS, provides a summary as well as verbatim public comments received on the project list and all amendments that require a public comment period.


Figure 1: COMPASS Planning Area


Figure 2: Northern Ada County Air Quality Maintenance Area

## I. INFLATI ON FACTORS

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

COMPASS also maintains a project list for balancing purposes in "current dollar format," meaning the costs are not inflated. This format is posted on the TIP web page ${ }^{3}$ and is the project list most typically used by COMPASS and sponsoring agencies.

## II. PUBLIC OUTREACH EFFORTS

The public outreach process for the annual TIP update begins approximately 16 months prior to its final approval. This effort includes requesting input from local governments in the Boise and Nampa Urban Areas, local governments outside of the urban areas within Ada and Canyon Counties, and the public. Public outreach efforts were guided by, and complied with, requirements and recommendations outlined in the 2021 COMPASS Participation Plan ${ }^{4}$ (page 11).

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 2022.

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 FY2024-2030 TIP project list was solicited from June 30 through July 31, 2023. The public comment period was promoted through the COMPASS website ${ }^{5}$, COMPASS social media accounts, online community calendars, a news release, newspaper advertisements, legal notices, email blasts, and postcards.

In addition to the TIP and associated air quality conformity demonstration, public comments on a proposed amendment to CIM 2050, were also solicited during the comment period.

[^1]COMPASS website. All draft TIP materials were available on the "Comments and Questions" webpage ${ }^{6}$ from June 30 through July 31, 2023.

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 Tuesday, July 11, 2023, from 3:006:00 PM at the COMPASS Office in the first-floor board room.

COMPASS also posted a virtual presentation ${ }^{7}$ (Figure 3) on YouTube.

Libraries. COMPASS distributed TIP materials to 17 different library locations throughout the Treasure Valley.

## Virtual Presentation

Communities in Motion 2050, Transportation Improvement Program, and Air Quality Conformity Demonstration

Presentations By:
Austin Miller, Principal Planner Toni Tisdale, Principal Planner

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 three dates: June 30, July 5, and July 6.

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

- Idaho Statesman: June 30, July 10, and July 21, 2023
- Idaho Press: July 5, July 11, and July 26, 2023
- Kuna Melba News: July 5, July 12, and July 26, 2023
- Meridian Press: June 30, July 7, and July 21, 2023

No Spanish-language newspapers were in business in Ada or Canyon Counties during the public comment period.
${ }^{6}$ COMPASS "Comments and Questions":
http://www.compassidaho.org/comm/comments.htm
7 Virtual presentation: https://www.youtube.com/watch?v=6WiCZidpR8Q


Email and Mail. COMPASS sent four emails to 6,033 people publicizing the TIP public comment period. COMPASS mailed 11 postcards on June 29, 2023, 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.
Figure 4: Newspaper Advertisement

- Facebook ${ }^{8}$ : COMPASS posted information about the public comment period five times from June 30 - July 31, 2023. These Facebook posts resulted in a total audience reach of 14,557 and 475 engagements.
- Twitter $^{9}$ : COMPASS tweeted information about the public comment period five times from June 30 - July 31, 2023. These tweets resulted in a total of 1,700 impressions and 25 engagements.
- Instagram ${ }^{10}$ : COMPASS posted information about the public comment period seven times from June 30 - July 31, 2023. These posts reached an audience of over 28,000 accounts.
- Nextdoor: COMPASS posted information about the public comment period five times from June 30 - July 31, 2023. This resulted in a total of 130,398 impressions.

Brochure. COMPASS staff updated a brochure explaining the TIP; the English ${ }^{11}$ and Spanish ${ }^{12}$ versions were posted on the COMPASS website.

Spanish Translation. COMPASS translated the public comment flyer, TIP brochure, and the TIP comment form (hard copy and online) into Spanish. In addition, the COMPASS website has a Spanish translation option, allowing for translation of all web content.

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

[^2]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. PROJ ECT 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 Urban Area)
- Transportation Alternatives Program - Transportation Management Area (TAP-TMA for Boise Urban Area)
- Carbon Reduction Program - Transportation Management Area (CRP-TMA)
- Surface Transportation Block Grant - Urban (STBG-LU for Nampa Urban Area)
- Carbon Reduction Program - Large Urban (CRP-LU for Nampa Urban Area)

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

## 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-LU) to address regional priorities as identified in the regional long-range transportation plan.

## Funding Goals

STBG-TMA (Boise Urban 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 | $72 \%$ |
| Local Network Improvements $* *$ | $12 \%$ |
| Pathways (state highway or off-network) $* * *$ | $13 \%$ |
| Public Transportation Capital | $3 \%$ |
| Studies and Special Projects |  |

STBG-Urban (Nampa Urban 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 | $85 \%$ |
| Local Network Improvements $* *$ | $12 \%$ |
| Alternative Transportation Capital | $3 \%$ |
| Studies and Special Projects |  |

*COMPASS Off-the-Top is $\$ 331,000$ total and divided between Boise Urban Area and Nampa Urban Area funds based on 70/30 split in population (Boise Urban Area/Nampa Urban Area)
** See definition of local network improvements below
*** If application not sought or funds remain, 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:
o Through-lane capacity is not eligible, except in cases of unanticipated funding opportunities.
- Specific to Canyon County:
o Eligible for projects to maintain and add capacity.
Projects should reflect strategies outlined in the COMPASS Congestion Management Process ${ }^{13}$.


## 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 Urban Area:
i. STBG-TMA
ii. TAP-TMA
iii. CRP-TMA
b. Nampa Urban Area:
i. STBG-LU
ii. CRP-LU

The ranking procedure can be found in detail in the COMPASS Application Guide ${ }^{14}$, Supplemental I (Scoring and Ranking Supplemental).

[^3]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).

## 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. Processes are currently being identified to allow more involvement of COMPASS in the final selection of projects within the COMPASS Planning Area.

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.

## IV. CONGESTION MANAGEMENT PROCESS

The congestion management process (CMP) is a systematic approach for analyzing, identifying, monitoring, and managing congestion. This Congestion Management Annual Report uses data to show trends in congestion, measure progress toward meeting congestion-related performance measures, and recommend strategies to mitigate congestion in Ada and Canyon Counties. A CMP is federally required for areas with populations exceeding 200,000, known as Transportation Management Areas. While only a portion of COMPASS' planning area is subject to this requirement (the Boise Urban Area), COMPASS' CMP covers its entire planning area.

The CMP is used as a tool to identify congestion mitigation needs and support the development of COMPASS' long-range transportation plan, Communities in Motion, and its regional transportation improvement program (TIP). The process identifies measures and targets for monitoring progress toward mitigating congestion, as well as management strategies to reduce congestion on the transportation system. The Congestion Management Systems Process (CMP) ${ }^{15}$, adopted by the COMPASS Board of Directors in April 2022, details how COMPASS implements the congestion management process and provides a "toolbox" of mitigation strategies.

[^4]The CMP provides a toolkit of congestion management strategies and tactics. The full list with examples of scale can be found in Appendix A of the CMP; however, a summary of the strategies is listed below in Table 1.

Table 1: Summary of Congestion Management Process Strategies and Tactics

| Strategy Number | Strategy | I mpact |
| :---: | :---: | :---: |
| Transportation Demand Management Strategies (TDM)/ Active Transportation Providing travelers with more options of how and when they can commute to reduce the number of trips during congested hours |  |  |
| TDM-1 | Active transportation accommodations | Mobility, efficiency |
| TDM-2 | Education/Outreach | Mobility, efficiency, safety |
| TDM-3 | Employer-base transportation incentives | Mobility, efficiency |
| TDM-4 | Park and ride lots | Mobility, efficiency |
| TDM-5 | Parking management | Efficiency |
| TDM-6 | Transit oriented development/infill and densification | Mobility, efficiency |
| TDM-7 | Transportation subsidies | Mobility, efficiency |
| TDM-8 | Walk/bike infrastructure | Mobility, efficiency, safety |
| TDM-9 | First/last mile connections to transit | Mobility |
| Intelligent Transportation System (ITS)/ <br> Transportation System Management and Operations (TSMO) <br> ing improvements focused on optimizing the current transportation infrastructure |  |  |
| TSMO-1 | Access management/turn restrictions | Efficiency, safety |
| TSMO-2 | Arterial management | Efficiency, safety, mobility |
| TSMO-3 | Network surveillance | Efficiency, mobility |
| TSMO-4 | Emerging technologies | Efficiency, safety |
| TSMO-5 | Freeway management | Efficiency |
| TSMO-6 | Incident and emergency management | Safety, efficiency |
| TSMO-7 | Intersection and interchange improvements | Efficiency, safety |
| TSMO-8 | Maintenance and construction management | Efficiency, safety |
| TSMO-9 | Regional transportation operations, coordination, and management | Efficiency |
| TSMO-10 | Road conditions monitoring | Efficiency, safety |
| TSMO-11 | Traffic calming/road diets | Safety |
| TSMO-12 | Traveler information | Efficiency |
| Transit Operation I mprovement Strategies Improving transit operations, access, and services to encourage transit use to reduce the number of vehicles on the road |  |  |
| TOI-1 | Dedicated transit rights-of-way | Mobility, efficiency |
| TOI-2 | Fixed guideway transit | Mobility, efficiency |
| TOI-3 | Improved transit stops/stations, amenities | Mobility, efficiency |
| TOI-4 | Public transportation management | Mobility, efficiency |
| TOI-5 | Transit intersection improvements | Mobility, efficiency |
| TOI-6 | Increased transit service or expanded routes | Mobility, efficiency |
| Freight and Goods Mobilization Implementing strategies to move freight and goods more efficiently through the transportation system |  |  |
| FR-1 | Freight or truck signal priority | Efficiency, mobility |
| FR-2 | Freight-supportive intersect/interchange design | Safety, efficiency |
| FR-3 | Designated freight delivery zones and times | Efficiency |
| FR-4 | Truck lane designations and restrictions | Efficiency, safety |
| FR-5 | Weigh-in-motion | Efficiency |
| Roadway Capacity Improvement Strategies <br> Expanding capacity by adding lanes, new roads, or improving intersection |  |  |
| RC-1 | Additional lanes with road widening | Efficiency |
| RC-2 | New roadway construction | Efficiency |

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 2022 Treasure Valley Congestion Management System Annual Report ${ }^{16}$. The annual report provides a wealth of information about the transportation system in the Treasure Valley, as well as how the developments affect the system.

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

## Idaho Transportation Department

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

[^5]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 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 $\$ 14$ 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 " $\mathrm{PM}_{2.5}$ "): 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 $\$ 11$ 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

## Ada County Highway District

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 $2035{ }^{17}$ 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 ${ }^{18}$ (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 ${ }^{19}$ 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 6, 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


Figure 6: ACHD's Complete Streets Policy of the work going on in the area.

## City of Nampa

According to the City of Nampa's Transportation Master Plan ${ }^{20}$, 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 many new and creative resources. The City of Nampa continues to explore methods of funding its transportation needs.

## Development Impact Fees

ACHD $^{21}$; Canyon Highway District No. 4 ${ }^{22}$; Canyon County; and the Cities of Middleton, Nampa ${ }^{23}$, and Star use impact fee programs under Idaho Code 67

[^6]Chapter $82^{24}$. The Idaho Development Impact Fee Act allows collection of fees from developers to cover the costs associated with new developments. Existing transportation deficiencies are covered with other resources.

The City of Caldwell is currently developing their transportation plan. The City anticipates impact fees will be established when the plan is complete.

## Current Projects in the FY2024-2030 TIP

The total cost of projects that are expected to improve congestion is about \$1.3 billion. Table 2, below, highlights all the projects in the TIP categorized under the congestion management strategies.

Table 2: Projects in the FY2024-2030 TIP by CMP Strategy, FY2024-2027

| KN | Projects* | Strategy** | Type of Funds | Programmed Cost*** |
| :---: | :---: | :---: | :---: | :---: |
| Transportation Demand Management |  |  |  |  |
| 23833 | Access to Opportunity, Boise, and Garden City (design only) | TDM-8 | Federal | \$6,430,000 |
| 22436 | Commuteride, ACHD - FY2024 | TDM-2 | Federal | \$275,000 |
| 22386 | Commuteride, ACHD - FY2025/2026 | TDM-2 | Federal | \$336,000 |
| 22738 | Commuteride, ACHD - FY2026 | TDM-2 | Federal | \$229,000 |
| 23328 | Commuteride, ACHD - FY2027 | TDM-2 | Federal | \$291,000 |
| 23324 | Garden Street Multi-Use Pathway, Cassia Park to Albion | TDM-8 | Federal | \$3,357,000 |
| 23915 | Pathway, Canyon Street, Phase 1, Nampa | TDM-8 | Federal | \$536,000 |
| 23917 | Pathway, Canyon Street, Phase 2, Nampa | TDM-8 | Federal | \$345,000 |
| 23307 | Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise | TDM-8 | Federal | \$1,537,000 |
| 22385 | Pathway, Greenbelt Completion, Boise State | TDM-8 | Federal | \$1,123,000 |
| ORN24222 | Pathway, Greenbelt Connection near 52nd Street, Garden City | TDM-8 | Federal | \$295,000 |
| 23025 | Pathway, Grimes City Pathway Extension, Nampa | TDM-8 | Federal | \$650,000 |
| ORN24236 | Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa | TDM-8 | Federal | \$856,000 |
| NEW1 | Pathway, Orr Multi-Use City Pathway, Nampa | TDM-8 | Federal and Local | \$2,416,000 |
| 13918 | Pathway, Rail with Trail, Meridian | TDM-8 | Federal | \$540,000 |

[^7]| KN | Projects* | Strategy** | Type of Funds | Programmed Cost*** |
| :---: | :---: | :---: | :---: | :---: |
| 20542 | Pathway, SH-55 (Eagle Road), Franklin to Pine, Meridian | TDM-8 | Federal | \$188,000 |
| ORN24228 | Pedestrian Crossing Safety Access, ACHD | TDM-8 | Federal | \$395,000 |
| 22018 | Pedestrian Improvements and Widening, Montana Avenue, Caldwell | TDM-1 | Federal | \$632,000 |
| 20549 | Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City | TDM-8 | Federal | \$287,000 |
| ORN24230 | Pedestrian Improvements, West Park, Nampa | TDM-8 | Federal | \$334,000 |
| 23179 | Transit - State Street Premium Corridor, Part 2, Boise Area, VRT^ |  | Federal | \$10,571,000 |
| Subtotal |  |  |  | \$31,623,000 |
| TSMO / ITS |  |  |  |  |
| 13905 | 10th Avenue ITS and Overlay, Caldwell | TSMO-3 | Federal | \$2,747,000 |
| 23313 | Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS | TSMO-3 | Federal | \$8,000 |
| 13484 | Centennial Way Roundabout, Caldwell | TSMO-7 | Federal | \$4,015,000 |
| 23731 | Northside Boulevard and Karcher Road, Intersection Improvements, Nampa | TSMO-7 | State | \$5,566,000 |
| 23182 | SH-44, RWIS near SH-16, Ada County | TSMO-10 | State | \$471,000 |
| Subtotal |  |  |  | \$12,807,000 |
| Transit Operations |  |  |  |  |
| 23179 | Transit - State Street Premium Corridor, Part 2, Boise Area, VRT^ | TOI-3 | Federal | \$10,571,000 |
| Subtotal |  |  |  | \$10,571,000 |
| Freight and Goods Mobilization |  |  |  |  |
| 23731 | Northside Boulevard and Karcher Road, Intersection Improvements, Nampa | FR-2 | Federal | \$5,566,000 |
| Subtotal |  |  |  | \$5,566,000 |
| Roadway Capacity I mprovements |  |  |  |  |
| 22017 | Cherry Lane, Franklin Boulevard to 11th Avenue North, Rebuild, Nampa^ | RC-1 | Federal | \$1,730,000 |
| RD216-04 | Eagle Road, Lake Hazel Road to Amity Road, Meridian^ | RC-1 | Local | \$5,260,000 |
| RC0133 | Fairview Avenue, Locust Grove Road to SH55 (Eagle Road), Meridian^ | RC-1 | Local | \$4,190,000 |
| 23095 | Five Mile Road Overpass and Widening, Boise^ | RC-1 | Federal and Local | \$961,000 |
| 102497 | Franklin Road, McDermott Road to Black Cat Road, Ada County^ | RC-1 | Local | \$548,000 |
| 23437 | I-84, Centennial Interchange to Franklin Interchange, Caldwell | RC-1 | State | \$115,049,000 |
| 23080 | I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa | RC-1 | Federal | \$1,829,000 |


| KN | Projects* | Strategy** | Type of <br> Funds | Programmed <br> Cost*** $^{*}$ |
| :---: | :--- | :---: | :---: | ---: |
| 23336 | I-84, Karcher Road Interchange, Nampa | RC-1 | Federal and <br> State | $\$ 20,402,000$ |
| 22712 | I-84B (Garrity Boulevard), Stamm Lane <br> Intersection Improvements, Nampa^ | RC-1 | State | $\$ 1,600,000$ |
| RD209-18 | Lake Hazel Road, Eagle Road to Cloverdale <br> Road, Ada County | RC-1 | Local | $\$ 12,152,000$ |
| RD207-30 | Lake Hazel Road, Five Mile Road to Maple <br> Grove Road, Ada County^ | RC-1 | Local | $\$ 667,000$ |
| RD216-05 | Lake Hazel Road, Maple Grove Road to Cole <br> Road, Ada County^ | RC-1 | Local | $\$ 336,000$ |
| ORN24099 | Linder Road Overpass, Overland Road to <br> Franklin Road, Meridian^ | RC-2 | Local | $\$ 7,425,000$ |
| RD209-28 | Linder Road, SH-44 (State Street) to <br> Floating Feather Road, Eagle^ | RC-1 | Local | $\$ 7,702,000$ |
| RD207-19 | Linder Road, US 20/26 (Chinden) to SH-44 <br> (State), Ada County^ | RC-1 | Local | $\$ 3,057,000$ |
| ORN24229 | Middleton Road, SH-55 (Karcher) to <br> Flamingo Avenue, Nampa^ | RC-1 | Local | $\$ 326,000$ |
| 13494 | Old Highway 30, Plymouth Street Bridge, <br> Caldwell^ | RC-1 | Federal | $\$ 9,492,000$ |
| RD207-01 | Orchard Street Realignment, Gowen Road <br> to Victory Road, Boise^ | RC-1 | Local | $\$ 20,350,000$ |
| 23958 | SH-16 and SH-44 Interchange, Star | RC-2 | State | $\$ 54,100,000$ |
| 23409 | SH-16, Franklin Road to Ustick Road, <br> Canyon County | RC-2 | Federal | $\$ 85,911,000$ |
| 23956 | SH-16, I-84 System Interchange and <br> Franklin Road Interchange, Nampa | RC-2 | State | $\$ 86,600,000$ |
| 23957 | SH-16, Ustick Road Interchange and US <br> 20/26 Interchange, Meridian | RC-2 | State | $\$ 75,800,000$ |
| ORN24309 | US 20/26, Middleton Road to Star Road, <br> Westbound, Ada and Canyon Counties | RC-1 | State | $\$ 84,720,000$ |
| 23408 | SH-16, Ustick Road to US 20/26 and SH- <br> $44, ~ A d a ~ C o u n t y ~$ | RC-2 | State | $\$ 126,604,000$ |
| 20574 | SH-44 (State Street), Star Road to SH-16, <br> Ada County | RC-1 | State | $\$ 25,946,000$ |
| Grove, Meridian and Eagle |  |  |  |  |


| KN | Projects* | Strategy** | Type of <br> Funds | Programmed <br> Cost*** $^{*}$ |  |
| :---: | :--- | :---: | :---: | :---: | :---: |
| 20367 | US 20/26 (Chinden), Phyllis Canal Bridge to <br> SH-16, Ada County | RC-1 | State | $\$ 266,000$ |  |
| 200919 | Ustick Road, Black Cat Road to Ten Mile <br> Road, Meridian^^ | RC-1 | Local | $\$ 4,124,000$ |  |
| 102502 | Ustick Road, McDermott Road to Black Cat <br> Road^ | RC-1 | Local | $\$ 10,818,000$ |  |
| 203719 | Ustick Road, Star Road to McDermott Road, <br> Ada County | RC-1 | Local | $\$ 451,000$ |  |
| RD207-24 | Ustick Road, Ten Mile Road to Linder Road, <br> Meridian^^ $^{\wedge}$ | RC-1 | Local | $\$ 6,370,000$ |  |
| Subtotal |  |  |  |  |  |
| TOTAL |  |  |  |  |  |

As of September 2023.
*Descriptions of acronyms are available in Appendix A.
**Strategies are defined in the Congestion Management Systems Process (Appendix A) ${ }^{25}$
***Total cost is shown in "year of expenditure" and only costs programmed between FY2024 and FY2027.
^Main focus of the project is roadway widening, but also includes TDM measures (TDM-8). (Projects are not listed under the TDM section.)

## Additional Projects

## Local Expansion for Public Transportation

In FY2023, the City of Meridian started a fixed line service within the City of Meridian and the City of Eagle started an OnDemand service within the City of Eagle.

## 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.

[^8] content/uploads/2022CongestionManagementSystemTechnicalDocument. pdf

## V. TIP ACHIEVEMENT

## CIM 2050 Performance Measures

CIM 2050 was adopted in December 2022 and includes the following broad goals ${ }^{26}$ :

- Economic Vitality
- Safety
- Convenience
- Quality of life

To measure the goals in CIM 2050, 18 objectives were determined using 43 performance measures. To streamline reporting, the 43 measures were grouped into 8 "TIP Achievement Categories" that meet the intent of CIM 2050 and federally required performance measures combined.

## Federal Performance Measures

The federal transportation authorization bills, Infrastructure Investment and J obs 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 to meet targets set by their respective Boards of Directors. Table 3 shows the federal target areas and deadlines for reporting.

Table 3: Federal Performance Measures

| I con | Target Area | Beginning MPO Target Deadline (updates) | Starting Reporting Deadline |
| :---: | :---: | :---: | :---: |
| $\theta$ | Safety | February 2018 (annually) | May 2018 |
| ) | Transit Asset Management | October 2018 (annually) | October 2018 |
| i) | Pavement Condition | November 2018 (every four years) | May 2019 |
| mim | Bridge Condition |  |  |
| () | Level of Travel Time Reliability | November 2018 (every four years) |  |
| \% | Freight Movement |  |  |
| $\cdots$ | Congestion Mitigation Air Quality - Emissions |  |  |

[^9]| I con | Target Area | ```Beginning MPO Target Deadline (updates)``` | Starting Reporting Deadline |
| :---: | :---: | :---: | :---: |
| (6) | Public Transportation Safety | $\begin{aligned} & \text { December } 2020 \\ & \text { (annually) } \end{aligned}$ | 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.

## TI P Achievement

Each project funded in the TIP supports one or more COMPASS performance measure as identified in CIM 2050; many projects also support federally required performance measures. The TIP combines the goals, objectives, and performance measures from CIM 2050 with the federally required performance measures into TIP Achievement categories. Table 4 provides a matrix demonstrating how the TIP achievement categories reflect performance measures.

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.

Table 4: TIP Achievement Categories


| TIP Achievement Category | Example of Type of Projects | CIM 2050 Goals and Objectives | Federally Required Performance Measures |
| :---: | :---: | :---: | :---: |
| Safety | Projects that reduce the number of automobiles, public transportation, and non-motorized crashes and make the overall system safer and more resilient. | Safety | Safety <br> Public Transportation Safety |
|  |  | Safety Resilience |  |
| 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. | Economic Vitality Convenience Quality of Life | Level of Travel Time Reliability <br> Freight Movement <br> Congestion Mitigation Air Quality Emissions Traffic Congestion |
|  |  | Economic vitality Freight accessibility and mobility |  |
|  |  | Reliability <br> Security |  |
|  |  | Resiliency |  |
|  |  | Accessibility and mobility Connectivity |  |
|  |  | Efficiency and congestion management Environment |  |

* 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 2050.


## TI P Achievement Reporting

To further report on the support of CIM 2050 performance measures and federal performance measures, Table 5 provides an analysis of the distribution of funding and number of projects across all TIP achievement categories. A project may meet the goals of 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 5: Analysis of TIP Achievement, FY2024-2030

| TI P Achievement Category | Number of <br> Projects* | Dollar Amount** | Percentage of <br> Dollar Amount |
| :--- | :---: | ---: | ---: |
| Active Transportation | 70 | $\$ 139,503,000$ | $8.10 \%$ |
| Health | 19 | $\$ 26,825,000$ | $1.56 \%$ |
| Open Space | 20 | $\$ 25,407,000$ | $1.48 \%$ |
| Asset Management | 36 | $\$ 186,359,000$ | $10.82 \%$ |
| Transit Asset Management | 17 | $\$ 41,663,000$ | $2.42 \%$ |
| Public Transportation | 33 | $\$ 67,918,000$ | $3.94 \%$ |
| Safety | 108 | $\$ 531,479,000$ | $30.86 \%$ |
| Support | 32 | $\$ 35,950,000$ | $2.09 \%$ |
| System Performance | 40 | $\$ 413,026,000$ | $23.98 \%$ |
| Bridge | 1 | $\$ 7,117,000$ | $0.41 \%$ |
| Freight Movement | 2 | $\$ 4,632,000$ | $0.27 \%$ |
| NHS Reliability <br> (Level of Travel Time <br> Reliability) | 21 | $\$ 242,538,000$ | $14.08 \%$ |

As of September 2023.

* 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 59 projects totaling more than $\$ 368$ million currently programmed in the TIP that include some aspects 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.
Twenty-one projects are specific to the health subset, with a total of about \$64 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. Seventeen projects are specific to the open space subset, with a total of about $\$ 53$ million budgeted through FY2027.

Progress on Active Transportation
Table 6 provides current tracking data on various measures for active transportation. COMPASS staff reworked the measurements and data used for this section to tune the data at a more granular level. Most data is no longer comparable to previous reports. Trends will be shown in future iterations of this report.

Table 6: Active Transportation System Tracking

| Category | Description | Percent/ Miles |
| :--- | :--- | :---: |
| Walkability: public <br> schools | Percentage of households within $1 / 2$ mile walk of a school <br> that can access the school using the walkable network | $53.80 \%$ |
| Walkability: transit <br> stops | Percentage of households within $1 / 2$ mile walk of a transit <br> stop that can access the stop using the walkable network | $71.13 \%$ |
| Walkability: public <br> parks | Percentage of households within $1 / 2$ mile walk of a public <br> park that can access the park using the walkable network | $54.54 \%$ |
| Percentage of <br> roadway <br> (arterial/collectors) <br> with bicycle <br> lanes/multiuse <br> pathways | Percentage of arterial and collector roadway that have <br> existing bikeways as defined as a division of a road <br> marked off with painted lines, for use by cyclists, not <br> including sharrows or other markings within automobile <br> lanes, or multiuse pathways that allow for bicycle travel. | $13.2 \%$ <br> Miles of trails and <br> pathwaysPercentage of increase of the miles of trails and pathways <br> from previous reporting period | | $586.48(2022)$ |
| ---: |

Projects listed in Table 7 emphasize active transportation, including the subset categories of Health and Open Space, when appropriate, included in the FY20242030 TIP. The costs are shown only for FY2024-2027, as projects beyond the first four years are "illustrative." Costs are shown in "year of expenditure," (increased to reflect inflation).

Table 7: Analysis of Active Transportation Projects, FY2023-2027

| Key <br> Number | Project | Subset | Total Cost <br> FY2024-2027* |
| :---: | :--- | ---: | ---: |
| 23883 | 2nd Street South, Safety Improvements, Nampa |  | $\$ 1,421,000$ |
| 23833 | Access to Opportunity, Boise and Garden City |  | $\$ 6,430,000$ |
| 23313 | Bicycle and Pedestrian, Permanent Automated Counters, <br> Boise, COMPASS | Health, <br> Open Space | $\$ 1,730,000$ |
| 22017 | Cherry Lane, Franklin Boulevard to 11th Avenue North, <br> Nampa | Health | $\$ 5,260,000$ |
| RD216-04 | Eagle Road, Lake Hazel Road to Amity Road, Meridian | Health, <br> Open Space | $\$ 4,190,000$ |
| RC0133 | Fairview Avenue, Locust Grove Road to SH-55 (Eagle <br> Road), Meridian | Health | $\$ 3,010,000$ |
| 23095 | Five Mile Road Overpass and Widening, Boise | Health, <br> Open Space | $\$ 1,123,000$ |
| 202497 | Franklin Road, McDermott Road to Black Cat Road, Ada <br> County | Open Space | $\$ 3,357,000$ |
| 22602 | Garden Street Multi-Use Pathway, Cassia Park to Albion <br> Street, Boise | Indiana and Orchard Shared Roadway, Canyon County | Open Space |


| Key Number | Project | Subset | Total Cost <br> FY2024-2027* |
| :---: | :---: | :---: | :---: |
| ORN24222 | Pathway, Greenbelt Connection near 52nd Street, Garden City |  | \$295,000 |
| 23025 | Pathway, Grimes City Pathway Extension, Nampa | Health, Open Space | \$650,000 |
| ORN24236 | Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa | Open Space | \$856,000 |
| 13918 | Pathway, Rail with Trail, Meridian | Open Space | \$540,000 |
| 20542 | Pathway, SH-55 (Eagle Road), Franklin Road to Pine Avenue, Meridian |  | \$105,000 |
| 20006 | Pavement Preservation and ADA, Phase 3, Boise Area FY2023 |  | \$1,015,000 |
| ORN24228 | Pedestrian Crossing Safety Access, ACHD |  | \$101,000 |
| 22018 | Pedestrian Improvements and Widening, Montana Avenue, Caldwell | Health | \$632,000 |
| 20549 | Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City | Health | \$287,000 |
| ORN24230 | Pedestrian Improvements, West Park, Nampa | Open Space | \$334,000 |
| 20674 | Roadway and ADA Improvements, Boise Area - FY2024 |  | \$6,690,000 |
| 21896 | Roadway and ADA Improvements, Boise Area - FY2026 |  | \$8,294,000 |
| 22390 | Roadway and ADA Improvements, Boise Area - FY2027 |  | \$8,232,000 |
| 22816 | Roadway and ADA Improvements, Boise Area - FY2028 |  | \$1,635,000 |
| 23323 | Roadway and ADA Improvements, Boise Area - FY2029 |  | \$1,313,000 |
| ORN24219 | Roadway and ADA Improvements, Boise Area - FY2030 |  | \$1,339,000 |
| 20259 | Roadway and ADA Improvements, Part 1, Boise Area FY2023 |  | \$8,336,000 |
| 20006 | Roadway and ADA Improvements, Part 3, Boise Area FY2024 |  | \$1,015,000 |
| 21910 | SR2S, VRT, Ada County - FY2024 |  | \$206,000 |
| 23943 | SR2S, VRT, Ada County - FY2025 |  | \$210,000 |
| 23834 | SR2S, VRT, Ada County - FY2026 |  | \$227,000 |
| 23306 | SR2S, VRT, Ada County - FY2026 |  | \$297,000 |
| 22922 | SR2S, VRT, Canyon County - FY2022-2025 |  | \$200,000 |
| 23924 | SR2S, VRT, Canyon County - FY2027 |  | \$50,000 |
| IN210-03 | State Street, Hertford Way to Ellens Ferry, Boise | Open Space | \$7,185,000 |
| 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 |  | \$110,000 |
| 20594 | US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle | Health | \$2,700,000 |
| 20367 | US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County |  | \$266,000 |


| Key <br> Number | Project | Subset | Total Cost <br> FY2024-2027* |
| :---: | :--- | ---: | ---: |
| 23337 | US 20/26, Middleton Road to Star Road, Ada and Canyon <br> Counties |  | $\$ 174,100,000$ |
| 200919 | Ustick Road, Black Cat Road to Ten Mile Road, Meridian | Health | $\$ 4,124,000$ |
| 102502 | Ustick Road, McDermott Road to Black Cat Road |  | $\$ 10,818,000$ |
| 203719 | Ustick Road, Star Road to McDermott Road, Ada County | Health | $\$ 451,000$ |
| RD207-24 | Ustick Road, Ten Mile Road to Linder Road, Meridian |  | $\$ 6,370,000$ |
| 22600 | Western Heritage Byway, Swan Falls Road, ACHD | Open Space | $\$ 5,969,000$ |

As of September 2023.
*Costs are shown in "year of expenditure" (increased to reflect inflation). Costs may also include other aspects of some projects, such as roadwork.

## 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 ${ }^{27}$.

On June 7, 2021, 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 8).

Table 8: Transit Asset Management Targets

| Asset |  |  |  |  |
| :--- | :--- | :---: | :---: | :---: |
| Category | Performance Measure | FY2023 <br> Target | FY2023 <br> Actual | FY2024 <br> Target |
| Rolling Stock | Age - Percent of revenue <br> vehicles that have met <br> or exceeded their Useful <br> Life Benchmark (ULB) | $24.67 \%$ | $25.46 \%$ | $24.67 \%$ |
| Equipment | $12.70 \%$ | $27.78 \%$ | $12.70 \%$ |  |
| Facilities | Condition - Percent of <br> facilities with a condition <br> rating below 3.0 | $42.86 \%$ | $10.00 \%$ | $42.86 \%$ |

Green highlight $=$ met FY2023 targets
Peach highlight $=$ did not meet FY2023 target
$\$ 38$ million in vehicle and equipment replacements (and improvements) is budgeted in the FY2024-2030 TIP between FY2024 and FY2027. The VRT program

27 Transit Asset Management Plan: https://www.valleyregionaltransit.org/wpcontent/uploads/2021/08/2021TAMPlan.pdf.
of projects and revenue plan, known as the Transportation Development Plan ${ }^{28}$, was completed in October 2022, and is the five-year operating and capital budget for the agency.

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 areas leading to challenges addressing capital replacement and deferred maintenance. VRT is working closely with local governments to address the shortfall.

Projects listed in Table 9 emphasize transit asset management (state of good repair) included in the FY2024-2030 TIP. The costs are shown only for FY20242027. VRT's TAM Plan is posted on VRT's website ${ }^{29}$.

Table 9: Analysis of Transit Asset Management Projects, FY2024-2027

| Key Number | Project | Asset Category | $\begin{gathered} \hline \text { Total Cost } \\ \text { FY2024- } \\ 2027 \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| ORN24221 | Transit - Orchard Transit Facility Improvements, VRT, Boise | Facilities | \$1,365,500 |
| 18788 | Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT | Rolling Stock, Equipment, Facilities | \$643,200 |
| 19122 | Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT | Rolling Stock, Equipment, Facilities | \$1,796,400 |
| 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 | \$1,793,000 |
| 22393 | Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2026 | Rolling Stock, Equipment, Facilities | \$1,829,000 |
| 22815 | Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2027 | Rolling Stock, Equipment, Facilities | \$1,546,000 |
| 18781 | Transit - Rolling Stock, I nfrastructure, and Technology, Nampa Area, VRT | Rolling Stock, Equipment, Facilities | \$5,898,400 |
| 20136e | Transit - Rolling Stock, I nfrastructure, and Technology, Nampa Area, VRT | Rolling Stock, Equipment, Facilities | \$1,162,800 |
| $20136 f$ | Transit - Vehicle Replacement, ACHD | Rolling Stock, Equipment, Facilities | \$332,000 |

[^10]| Key <br> Number | Project | Asset Category | Total Cost <br> FY2024- <br> $\mathbf{2 0 2 7}$ |
| :---: | :--- | :---: | :---: |
| 20136 b | Transit - Vehicle Replacements, TVT | Rolling Stock, <br> Equipment, <br> Facilities | $\$ 132,000$ |
| 23970 | Transit, Vehicle Replacements, VRT | Rolling Stock, <br> Equipment, <br> Facilities | $\$ 20,000,000$ |
| Total |  |  |  |

As of September 2023.

## 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 10).

Table 10: Pavement Conditions on the NHS, FY2022-2025 Targets

| Type of <br> Roadway | Pavement <br> Condition | FY2021 <br> Regional <br> Condition <br> Percentage | FY2021 <br> Statewide <br> Condition <br> Percentage | FY2022 <br> Regional <br> Condition <br> Percentage | FY2022 <br> Statewide <br> Condition <br> Percentage | FY2022 <br> (FY20222- <br> 2025) |
| :--- | :--- | :---: | :---: | :---: | :---: | :---: |
| Interstate | Good | $38.90 \%$ | $58.70 \%$ | $86.60 \%$ | $56.20 \%$ | $>35 \%$ |
| Interstate | Poor | $0.10 \%$ | $0.30 \%$ | $0.38 \%$ | $0.20 \%$ | $<4 \%$ |
| Interstate | Other | $61.00 \%$ | $41.00 \%$ | $13.02 \%$ | $43.60 \%$ |  |
| Total |  | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ |  |
| Non- <br> Interstate | Good | $36.70 \%$ | $40.3 \%$ | $42.28 \%$ | 39.00 | $>20 \%$ |
| Non- <br> Interstate | Poor | $0.70 \%$ | $0.70 \%$ | $0.79 \%$ | $0.70 \%$ | $<8 \%$ |
| Non- <br> Interstate | Other | $62.60 \%$ | $59.0 \%$ | $56.93 \%$ | $60.30 \%$ |  |
| Total |  | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ |  |

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

2022 pavement conditions are shown on the COMPASS TIP Viewer (interactive map) found on the COMPASS website ${ }^{30}$.

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 7).

[^11]
## Prevention Saves Costs



Figure 7: Pavement Asset Management Cycle, graphic from David Hein, PE, ARA, used with permission.

COMPASS currently does not have the tools to estimate exactly how projects will accomplish overall pavement condition goals. However, projects are selected by ITD and local agencies to strategically produce the best treatment for dollars available. Many projects shown in the TIP are "placeholders" for pavement management work. Since projects in the TIP start five years or more from the date they are added, the local agency selects the segments of roadway that are most appropriate for the funding when the design phase begins. Through projects in the FY2024-2030 TIP between FY2024 and FY2027, as projects beyond the first four years are "illustrative," local agencies plan to spend almost $\$ 111$ million on pavement condition improvements:

- Almost \$50 million on pavement condition improvements on local roadways
- About $\$ 2.7$ 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 $\$ 6$ million on the interstate
- More than $\$ 52$ million on pavement condition improvements on noninterstate NHS roadways.

Details of these projects can be found in Table 11.
Table 11: Projects that Improve Pavement Condition, FY2024-2027

| Key Number | Project | NHS |  |  | Local, Not NHS |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | I nterstate | NonI nterstate | Local |  |
| 13905 | 10th Avenue ITS and Overlay, Caldwell |  |  | \$2,747,000 |  |
| 23833 | Access to Opportunity, Boise and Garden City |  |  |  | \$6,430,000 |


| Key Number | Project | NHS |  |  | Local, Not NHS |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | I nterstate | NonI nterstate | Local |  |
| 19951 | Highway 30, Sand Hollow Road to SH44, Canyon County |  |  |  | \$2,575,0000 |
| 23080 | I-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa | \$1,829,000 |  |  |  |
| 20212 | I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties | \$3,980,000 |  |  |  |
| 23544 | 1-84, Interchange Ramps, Ada and Canyon Counties | \$302,000 |  |  |  |
| 22016 | Midway Road, SH-55 (Karcher Road) to I-84B, Rehabilitation, Canyon County |  |  |  | \$3,198,000 |
| 20006 | Pavement Preservation and ADA, Phase 3, Boise Area - FY2023 |  |  |  | \$1,015,000 |
| 23983 | Reconnecting, Accessibility, and Improving Safety and Equity, Nampa |  |  |  | \$5,000,000 |
| 20674 | Roadway and ADA Improvements, Boise Area - FY2025 |  |  |  | \$6,690,000 |
| 21896 | Roadway and ADA Improvements, Boise Area - FY2026 |  |  |  | \$8,294,000 |
| 22390 | Roadway and ADA Improvements, Boise Area - FY2027 |  |  |  | \$8,232,000 |
| 20259 | Roadway and ADA I mprovements, Part 1, Boise Area - FY2023 |  |  |  | \$8,336,000 |
| 23546 | SH-19, Simplot Boulevard to I-84, Caldwell |  | \$172,000 |  |  |
| 20612 | SH-21, Pavement Preservation, Ada and Boise Counties |  | \$5,690,000 |  |  |
| ORN24117 | SH-44, I-84 to Star Road, Ada and Canyon Counties |  | \$1,636,000 |  |  |
| ORN24118 | SH-44, SH-16 to SH-55 (Eagle Road), Canyon and Ada Counties |  | \$51,000 |  |  |
| 23561 | SH-45, Deer Flat Road to I-84B, Canyon County |  | \$627,000 |  |  |
| 23626 | SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County |  | \$1,243,000 |  |  |
| 23542 | SH-55 (Eagle Road), I-84 to SH-44, Microseals, Ada County |  | \$3,004,000 |  |  |
| 23163 | SH-55, Pavement Preservation, Sealcoat, Owyhee and Canyon Counties |  | \$917,000 |  |  |
| ORN24054 | SH-55, SH-44 (State) to Payette River Bridge, Ada and Boise Counties |  | \$51,000 |  |  |
| 22699 | SH-69, Pavement Preservation, Kuna to Meridian |  | \$3,212,000 |  |  |
| 22677 | US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties |  | \$9,761,000 |  |  |
| ORN24062 | US 20, I-84 to SH-55 (Eagle Road), Canyon and Ada Counties |  | \$4,889,000 |  |  |
| 20367 | US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County |  | \$266,000 |  |  |
| 22677 | US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties |  | \$9,761,000 |  |  |


| Key <br> Number | Project | NHS |  | Local, Not <br> NHS |  |
| :---: | :--- | :--- | :--- | :--- | :--- |
|  |  | Interstate | Non- <br> Interstate |  |  |
| 23167 | US-95, Parma North City Limit to I- <br> 84, Canyon and Payette Counties |  | $\$ 9,390,000$ |  |  |
| 23162 | US-95, Pavement Preservation, <br> Canyon County |  | $\$ 1,528,000$ |  |  |
| Total |  | $\mathbf{\$ 6 , 1 1 1 , 0 0 0}$ | $\mathbf{\$ 5 2 , 1 9 8 , 0 0 0}$ | $\mathbf{\$ 2 , 7 4 7 , 0 0 0}$ | $\mathbf{\$ 4 9 , 7 7 0 , 0 0 0}$ |

As of September 2023.
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 12).

Table 12: Bridge Conditions, FY2022-2025 Targets

| Bridge Condition | FY2021 Regional Condition Percentage | FY2021 <br> Statewide Condition Percentage | FY2022 <br> Regional Condition Percentage | FY2022 <br> Statewide Condition Percentage | $\begin{gathered} \text { FY2022 } \\ \text { Target } \\ \text { ( FY2022- } \\ \text { 2025) } \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Good | 33.00\% | 20.95\% | 37.85\% | 21.81\% | >19\% |
| Poor | 2.30\% | 3.52\% | 3.45\% | 2.33\% | <3\% |
| Other | 64.70\% | 75.53\% | 58.70\% | 75.86\% |  |
| Total | 100.00\% | 100.00\% | 100.00\% | 100.00\% |  |

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

2021 bridge conditions are shown on the COMPASS TIP View (interactive map) on the COMPASS website ${ }^{31}$.

In the COMPASS planning area, one bridge on the NHS is in poor condition: $10^{\text {th }}$ Avenue at Albany Street, just north of the railroad in the City of Caldwell. A replacement project is not yet funded. However, over $\$ 26$ million is scheduled for improvements on NHS bridges and almost $\$ 22$ million for bridges on non-NHS bridges. See Table 13 for a list of bridge projects in the TIP.

[^12]Table 13: Projects that Improve Bridge Condition, FY2024-2027

| Key <br> Number | Project ${ }^{1}$ | Current Condition | Year Built | Treatment | Total Project Cost on NHS | Total Project Cost on NonNHS |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 23095 | *Five Mile Road Overpass and Widening, Boise (bridge over Interstate 84) | Fair | 1966 | Replace |  | \$600,000 |
| 22878 | *Homedale Road, Curve Improvements, Canyon Highway District (Deer Flat North Canal Bridge) | No data | No data | Replace/ Widen |  | \$883,000 |
| 23336 | I-84, Karcher Road Interchange, Nampa | Good | 2006 | Widen | \$20,402,000 |  |
| $\begin{aligned} & \text { RD209- } \\ & 28 \end{aligned}$ | *Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle (includes two bridges: Middleton Canal and Foothills Ditch) | No data | No data | Replace/ Widen |  | \$7,702,000 |
| $\begin{aligned} & \text { RD207- } \\ & 19 \end{aligned}$ | *Linder Road, US 20/26 <br> (Chinden) to SH44 <br> (State), Ada County <br> (Includes bridges: Phyllis <br> Canal <br> South Channel, Boise <br> River <br> Middleton Channel, Boise <br> River <br> North Channel, Boise <br> River | Good <br> Fair <br> Fair <br> Fair | $\begin{aligned} & 1990 \\ & 1993 \\ & 1991 \\ & 1992 \end{aligned}$ | Widen |  | \$3,057,000 |
| 13494 | Old Highway 30, Plymouth Street Bridge, Caldwell | Obsolete | 1922 | New |  | \$9,492,000 |
| 23879 | SH-21, Mores Creek Bridge Repair, Ada County | Fair | 1953 | Repair | \$6,102,000 |  |
| Total |  |  |  |  | \$26,504,000 | \$21,734,000 |

As of September 2023.

* Project cost includes the roadway segment.


## Public Transportation

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 $2.0^{32}$ and the Transportation Development Plan ${ }^{33}$.

In FY2023, the launch of the Route 30 Pine and Route 45 (BSU/CWI via Fairview route) provided key public transportation service connections from the City of Boise to the Cities of Meridian and Nampa. Also in FY2023, VRT launched a new ondemand bus service in the City of Eagle. The 160 Eagle OnDemand service provides transportation options between 8:00 a.m. and 5:00 p.m., Monday through Friday and serves the City of Eagle and three additional destinations:

- North Gary Lane and Bunch Court, with connections to Route 9 (State Street) and Route 12 (Maple Grove)
- The Village at Meridian, with connections to Route 30 (Pine) and Route 45 (Boise State/CWI via Fairview)
- St Luke's Meridian campus

These changes reinstate public transportation service in the City of Eagle and move VRT closer to the goals outlined in Valley Connect 2.0 by connecting growing areas via public transportation.

In addition to fixed route bus service, VRT provides transportation services for vulnerable persons. The ACCESS program provides transportation within $3 / 4$ of mile of fixed routes to persons with disabilities. Starting in October 2024, VRT will also implement the "Beyond ADA" program which reduces the number of individual service providers and makes VRT the primary on-demand transportation service provider to seniors and persons with disabilities within Ada and Canyon Counties. Previously, transportation was contracted to several individual companies with different service areas and hours of operation. The program now has one service area with consistent hours of operation.

On October 2, 2023, the VRT Board of Directors will consider adoption of the 2024 Proposed [Bus] Network Redesign ${ }^{34}$. Since proposed service changes will not be implemented until the summer of 2024, they are not included in this edition of the TIP. All transit service route changes will be explained on VRT's website and will be included in the next edition of the TIP.

VRT also received two discretionary grants totaling a combined $\$ 29.9$ million. The Rebuilding American Infrastructure with Sustainability and Equity (Raise) Grant will provide transit, roadway, bicycle, and pedestrian improvements along a six-and-

[^13]one-half mile section of State Street/State Highway 44 and the Low or No (Low/No) Emission Vehicle Grant will fund the purchase of eight electric buses and four chargers, as well as workforce training and development.

See Table 14 for a list of public transportation operations projects in the TIP. Over $\$ 34$ million is scheduled for the operations of public transportation in the FY20242030 TIP. Note that some of the operating costs are funded with local funds by local agencies and are not reported in the TIP.

Table 14: Projects for Public Transportation Operations, FY2024-2027

| Key <br> Number | Project | Years of <br> Service | Type of <br> Service | Total Cost |
| :--- | :--- | :---: | :---: | :---: |
| 20043 | Transit - Above and Beyond ADA <br> Paratransit, Nampa Area | 2024 | Paratransit | $\$ 762,000$ |
| 19691 | Transit - Acquisition of Service, Boise <br> Area, VRT | $2024-2027$ | Purchase of <br> Service | $\$ 2,688,000$ |
| 19464 a | Transit - Acquisition of Service, Nampa <br> Area, VRT | $2024-2027$ | Purchase of <br> Service | $\$ 2,016,000$ |
| 19983 | Transit - Fixed Line Service, Rural Areas, <br> TVT | 2024 | Operations | $\$ 2,091,000$ |
| 18786 | Transit - Operations - Fixed Route and <br> Mobility Management, Nampa Area, VRT | $2024-2027$ | Fixed Line and <br> Mobility <br> Management | $\$ 6,032,000$ |
| 19041 | Transit - Operations - Mobility <br> Management, Boise Area, VRT | Operations <br> and Mobility <br> Management | $\$ 20,450,000$ |  |
| 19464 f | Transit - Operations, Kuna Senior Center | $2024-2027$ | Operations | $\$ 48,000$ |
| 19464 m | Transit - Purchase of Service Rural Areas, <br> VRT | 2024 | Purchase of <br> Service | $\$ 145,000$ |
| Total |  |  | $\$ 34,232,000$ |  |

As of September 2023.

## Ridership

Total transit ridership from October 1, 2023, through July 31, 2023, increased over 13\% from the same period of the prior year. However, total ridership is still down approximately $20 \%$ 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 and FY2023 in Appendix B.

## Safety

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

The FY2023 targets are provided below in Table 15. While the current approved FY2023 target (gray) is based on the years 2018-2022, projects in the FY2024 2030 TIP will help ITD reach future targets.

Table 15: Safety Targets, FY2023

| I daho | Benchmark | Actual <br> Average | Actual <br> Average | State and <br> Regional <br> Safety <br> Targets |
| :--- | ---: | ---: | ---: | ---: |
|  | $\mathbf{2 0 1 3 - 2 0 1 7}$ | $\mathbf{2 0 2 1}$ | $\mathbf{2 0 2 2}$ | $\mathbf{2 0 2 3}$ |
| Fatalities | 223 | 238 | 232 | $<247$ |
| Serious Injuries | 1,293 | 1,224 | 1,242 | $<1,285$ |
| Fatalities by VMT* | 1.33 | 1.33 | 1.26 | $<1.38$ |
| Serious Injury by VMT* | 7.74 | 6.82 | 6.75 | $<7.21$ |
| Non-Motorist Fatalities and <br> Serious Injuries | 117 | 116 | 115 | $<120$ |

*VMT = vehicle miles traveled per 100 million miles Green highlight $=$ meets FY2023 targets Gray = target

Projects with an emphasis on safety in the FY2024-2030 TIP are shown in Table 16. Only projects shown between FY2024 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, 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 FY2024-2030 TIP are projected to prevent an estimated 1,675 crashes in Ada and Canyon Counties. Over $\$ 1.3$ billion is budgeted towards projects with safety benefits.

Table 16: Analysis of Safety Projects, FY2024-2027

| 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 | \$3,042,000 | Resurface pavement; Iane use control on Interstate. | 40.63\% | -8.78 |
| 23883 | 2nd Street South, Safety Improvements, Nampa | \$2,070,000 | Add streetlights, RRFB crossing, TWTL, left turn Iane and 4-5' paved shoulder. | 18.34\% | -2.68 |
| 23313 | Bicycle and Pedestrian, Permanent Automated Counters, Boise COMPASS | \$8,000 | Purchase permanent bike/ped counter with data processing. | No CMF | N/A |
| 13484 | Centennial Way <br> Roundabout, Caldwell | \$4,443,000 | From 6-legged to roundabout intersection (not interchange) | 41.69\% | -12.42 |
| 22017 | Cherry Lane, Franklin Boulevard to 11th Avenue North, Nampa | \$2,060,000 | Rebuild road adding TWTL, pedestrian and bicycle lanes, and intersection improvements. | 30.75\% | -4.86 |
| $\begin{gathered} \text { RD216- } \\ 04 \end{gathered}$ | Eagle Road, Lake Hazel Road to Amity Road, Meridian | \$5,870,000 | Widen to 5 lanes; bike/ped facilities both sides; roundabout. | 46.86\% | -5.62 |
| RC0133 | Fairview Avenue, Locust Grove Road to SH-55 (Eagle Road), Meridian | \$4,790,000 | Widen from 5 to 7 lanes; bike/ped facilities both sides. | 8.15\% | -7.16 |
| 23324 | Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise | \$2,730,000 | Multiuse pathway; multiuse bridge over canal; pipe channel. | Zero previous ped crashes | N/A |
| 19951 | Highway 30, Sand Hollow Road to SH-44, Canyon County | \$2,994,000 | Rebuild highway; lighting; improve intersection; leftturn lanes both approaches. | 17.44\% | -0.31 |
| 22878 | Homedale Road, Curve Improvements, Canyon Highway District | \$1,218,000 | Widen bridge from 2 to 4 lanes; widen shoulders; thermoplastic rumble strips; flatten curve slopes. | 37.28\% | -0.30 |


| Key Number | Project ${ }^{1}$ | Total Cost* | Counter Measures ${ }^{2}$ | Expected \% Change Based on CMF ${ }^{3}$ Data | Expected Actual Change in Crashes ${ }^{4}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 23181 | I-84 and I-184, Signage Replacement, Ada County - FY 2024 | \$487,000 | Bridge deck preservation; approach maintenance; guardrails. | 2.96\% | -12.50 |
| 23437 | I-84, Centennial Interchange to Franklin Interchange, Caldwell | \$122,999,000 | Widen Interstate; auxiliary lanes; improve drainage. | 36.10\% | -19.35 |
| 20212 | I-84, Garrity Interchange to Ten Mile Interchange, Canyon and Ada Counties | \$4,070,000 | Resurface pavement in Nampa and Meridian. | 33.74\% | -32.12 |
| 23336 | I-84, Karcher Road Interchange, Nampa | \$28,880,000 | ROW to widen I84 Interchange; running right turn lane; additional lane. | 48.50\% | -23.96 |
| 23803 | I-84, Striping - FY2024 | \$740,000 | Restripe line in Ada, Canyon, Elmore and Payette Counties. | 12.90\% | -125.13 |
| 23804 | I-84, Striping - FY2025 | \$740,000 | Restripe line in Ada, Canyon, Elmore and Payette Counties. | 12.90\% | -125.13 |
| 23805 | I-84, Striping - FY2026 | \$740,000 | Restripe line in Ada, Canyon, Elmore and Payette Counties. | 12.90\% | -125.13 |
| 22712 | I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa | \$2,123,000 | Increase lanes; upgrade signalization; bike/ped lanes. | 9.96\% | -0.92 |
| 22602 | Indiana and Orchard Shared Roadway, Canyon County | \$5,929,000 | Four-foot paved shoulder for 1.5 miles. | 30.25\% | -5.69 |
| $\begin{gathered} \text { RD209- } \\ 18 \end{gathered}$ | Lake Hazel Road, Eagle Road to Cloverdale Road, Ada County | \$12,516,000 | Widen to five lanes; bike/ped facilities both sides. | 49.45\% | -3.76 |
| $\begin{gathered} \text { RD209- } \\ 28 \end{gathered}$ | Linder Road, SH-44 (State Street) to Floating Feather Road, Eagle | \$8,280,000 | Widen to five lanes; bike/ped facilities both sides; remove and replace two bridges. | 25.13\% | -3.87 |


| Key Number | Project ${ }^{1}$ | Total Cost* | Counter Measures ${ }^{2}$ | Expected \% Change Based on CMF ${ }^{3}$ Data | Expected Actual Change in Crashes ${ }^{4}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 22016 | Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Caldwell | \$3,634,000 | Rehabilitate pavement; shared-use shoulder. | 14.20\% | -4.57 |
| 23731 | Northside Boulevard and Karcher Road, Intersection Improvements, Nampa | \$5,566,000 | Install roundabout. | 41.69\% | -4.25 |
| 13494 | Old Highway 30, Plymouth Street Bridge, Caldwell | \$12,657,000 | Construct separate twolane bridge; convert old bridge to bike/ped bridge. | 57.00\% | -2.28 |
| $\begin{gathered} \text { RD207- } \\ 01 \end{gathered}$ | Orchard Street <br> Realignment, Gowen Road to Victory Road, Boise | \$21,152,000 | Realign and widen to five lanes; bike/ped facilities both sides; three roundabouts; reconstruct intersection. | 41.18\% | -5.6 |
| 23915 | Pathway, Canyon Street, Phase 2, Nampa | \$536,000 | Construct 12foot pathway and connect to 10foot pathway, including drainage on both sides, speed bumps, signage, and RRFB. | 40.20\% | -0.08 |
| 23917 | Pathway, Canyon Street, Phase 2, Nampa | \$345,000 | Widen pathway; extend 700 feet. | No CMF | N/A |
| 23307 | Pathway, Federal Way and Broadway Avenue MultiUse Pathway, Boise | \$1,537,000 | Construct a 10 foot multiuse pathway; bike/ped facilities. | 42.80\% | -0.09 |
| 22385 | Pathway, Greenbelt Completion, Boise State | \$1,123,000 | Widen pathway from 8 to 12 feet. | No CMF | N/A |
| 23025 | Pathway, Grimes City Pathway Extension, Nampa | \$761,000 | Construct separated pathway including ADA Bike/Ped facilities, signalized crossing and lighting. | 40.12\% | -0.48 |


| Key Number | Project ${ }^{1}$ | Total Cost* | Counter Measures ${ }^{2}$ | Expected \% Change Based on CMF ${ }^{3}$ Data | Expected Actual Change in Crashes ${ }^{4}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { ORN242 } \\ 36 \end{gathered}$ | Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa | \$856,000 | Construct accessible parking connecting to pathway, including public rest rooms and bike repair station. | 33.75\% | -0.07 |
| NEW1 | Pathway, Orr Multi-Use City Pathway, Nampa | \$2,416,000 | Construct additional mile of pathway and add two crossing facilities. | 38.88\% | -0.08 |
| 13918 | Pathway, Rail with Trail, Meridian | \$735,000 | Multiuse path 1/2 mile long and parallel to railroad tracks; 8 -foot separation between road and pathway where possible. | 54.00\% | -0.11 |
| 20006 | Pavement Preservation and ADA, Phase 3, Boise Area - FY2023 | \$1,109,000 | Preserve pavement on two segments; improve adjoining sidewalks to be ADA compliant. | 86.00\% | -3.96 |
| 22018 | Pedestrian Improvements and Widening, Montana Avenue, Caldwell | \$846,000 | Add sidewalk, pedestrian crossings, and RRFBs. |  | N/A |
| 20549 | Pedestrian Improvements, US 20/26 (Chinden) at 43rd Street, Garden City | \$465,000 | Pedestrian crossing on highway. | Zero previous ped crashes | N/A |
| $\begin{gathered} \text { ORN242 } \\ 30 \end{gathered}$ | Pedestrian Improvements, West Park, Nampa | \$334,000 | Provide ADA accessibility to park. |  | N/A |
| 20537 | Railroad Crossing, Benjamin Lane, Boise | \$384,000 | Install railroad crossing signal, including constant warning detection. |  | N/A |
| 20358 | Railroad Crossing, Lemp Lane, Canyon County | \$296,000 | Crossing signals; gates. | Zero previous ped crashes | N/A |
| 20355 | Railroad Crossing, Look Lane, near Caldwell | \$850,000 | Relocate/realign crossing; crossing signals; gates; planking. | 18.95\% | -0.08 |


| Key Number | Project ${ }^{1}$ | Total Cost* | Counter Measures ${ }^{2}$ | Expected \% Change Based on CMF ${ }^{3}$ Data | Expected <br> Actual <br> Change in <br> Crashes ${ }^{4}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { ORN242 } \\ 93 \end{gathered}$ | Railroad Crossing, South 4th Avenue Closure, Caldwell | \$230,000 | Remove railroad crossing. | 37.67\% | -0.08 |
| 20674 | Roadway and ADA <br> Improvements, Boise Area <br> - FY2024 | \$7,952,000 | Preserve pavement; ADA adjoining sidewalks. | 23.91\% | -6.79 |
| 21896 | Roadway and ADA Improvements, Boise Area - FY2025 | \$9,849,000 | Preserve pavement on two segments; ADA adjoining sidewalks. | 7.74\% | -5.86 |
| 22390 | Roadway and ADA Improvements, Boise Area- FY2027 | \$9,890,000 | Preserve pavement; ADA adjoining sidewalks. Would've been higher decrease but no segments specified. | 27.20\% | -0.05 |
| 20259 | Roadway and ADA Improvements, Part 1, Boise Area - FY2023 | \$9,724,000 | Preserve pavement; ADA adjoining sidewalks. | 5.27\% | -0.35 |
| 23958 | SH-16 and SH-44 Interchange, Star | \$55,100,000 | Construct full interchange. | 48.33\% | -12.28 |
| 23409 | SH-16, Franklin Road to Ustick Road, Canyon County | \$85,911,000 | Construct new highway segment including adding two lanes each direction, bridge over railroad and irrigation structures. | 94.00\% | -15.23 |
| 23956 | SH-16, I-84 System Interchange and Franklin Road Interchange, Nampa | \$86,600,000 | Construct highway interchange with interstate and bridge overpass including free flowing ramps. | 33.38\% | -4.81 |
| 23957 | SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian | \$75,800,000 | Construct highway bridge overpasses in two places. | 75.00\% | -19.05 |
| 23408 | SH-16, Ustick Road to US 20/26, Ada County | \$202,521,000 | Construct 4-lane segment with intersections; ramps; construct overpass. | 27.95\% | -6.99 |
| 23879 | SH-21, Mores Creek Bridge Repair, Ada County | \$6,902,000 | Repair and paint highway bridge and approaches. | No CMF | 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 | \$5,740,000 | Sealcoat highway. | 40.45\% | -7.69 |
| $\begin{gathered} \text { ORN241 } \\ 17 \end{gathered}$ | SH-44, I-84 to Star Road, Ada and Canyon Counties | \$1,636,000 | Sealcoat highway pavement surface. | 40.45\% | -25.24 |
| 20574 | SH-44 (State Street), Star Road to SH-16, Ada County | \$27,407,000 | Widen highway adding lanes both directions. | 57.00\% | -20.29 |
| 23182 | SH-44, RWIS near SH-16, Ada County | \$496,000 | Install RWIS | 18.00\% | -6.80 |
| 22717 | SH-45 and Locust Lane Intersection, Nampa | \$4,533,000 | Highway traffic signal. | 44.00\% | -2.99 |
| 23626 | SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County | \$1,243,000 | Sealcoat highway pavement surface. | 40.45\% | -8.25 |
| 23542 | SH-55 (Eagle Road), I-84 to SH-44, Microseals, Ada County | \$3,176,000 | Sealcoat highway pavement surface. | 22.15\% | -118.41 |
| 22715 | SH-55 (Karcher Road), Farmway Road to Middleton Road, Design, Canyon | \$177,050,000 | Widen highway; median traffic separation; signalization each mile; Uturns at halfmiles. | 184.45\% | -155.68 |
| 23163 | SH-55, Pavement Preservation, Sealcoat, Owyhee and Canyon Counties | \$942,000 | Sealcoat highway pavement surface. | 40.45\% | -4.21 |
| 22699 | SH-69, Pavement Preservation, Sealcoat, Kuna to Meridian | \$3,237,000 | Sealcoat highway pavement surface. | 40.45\% | -70.71 |
| $\begin{gathered} \text { IN210- } \\ 03 \end{gathered}$ | State Street, Hertford Way to Ellens Ferry, Boise | \$7,761,000 | Widen north/south legs to four lanes and east/west legs to seven lanes; bike/ped transit facilities. | 31.21\% | -8.55 |
| $\begin{gathered} \text { ORN242 } \\ 21 \end{gathered}$ | Ten Mile Road, Victory Road to Overland Road, Meridian | \$2,731,000 | Widen to five lanes; bike/ped facilities both sides. | 56.50\% | -6.22 |


| Key Number | Project ${ }^{1}$ | Total Cost* | Counter Measures ${ }^{2}$ | Expected \% Change Based on CMF ${ }^{3}$ Data | Expected <br> Actual Change in <br> Crashes ${ }^{4}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 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. | 89.27\% | -239.07 |
| $\begin{gathered} \text { ORN240 } \\ 62 \end{gathered}$ | US 20/26, I-84 to SH-55 (Eagle Road), Canyon and Ada Counties | \$4,889,000 | Sealcoat highway pavement surface. | 40.45\% | -137.29 |
| $\begin{gathered} \text { ORN243 } \\ 10 \end{gathered}$ | US 20, Middleton Road to Star Road, Eastbound, Ada and Canyon Counties | \$56,460,000 | Widen highway to five lanes with intersection improvements including signals at every mile. | 49.85\% | -38.28 |
| $\begin{gathered} \text { ORN243 } \\ 09 \end{gathered}$ | US 20, Middleton Road to Star Road, Westbound, Ada and Canyon Counties | \$84,720,000 | Widen highway to five lanes with intersection improvements including signals at every mile. | 49.85\% | -38.28 |
| 22165 | US 20/26 (Chinden), I-84 to Middleton Road, Canyon County | \$60,492,000 | Widen highway to six lanes with continuous median traffic separator and Uturns; add two more signals. | 56.10\% | -31.08 |
| 22677 | US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties | \$9,922,000 | Surface treatments to four segments in Ada and Canyon Counties | 23.40\% | -113.26 |
| 23167 | US-95, Parma North City Limit to I-84, Canyon and Payette Counties | \$9,500,000 | Resurface pavement on rural highway. | 26.00\% | -4.00 |
| $\begin{gathered} \text { ORN240 } \\ 79 \end{gathered}$ | US-95, Sign Face Replacement - FY2024 | \$816,000 | Update and replace all sign faces. | No CMF | N/A |
| 23162 | US-95, Pavement Preservation, Canyon County | \$1,578,000 | Sealcoat highway pavement surface. | 30.65\% | -7.48 |
| 200919 | Ustick Road, Black Cat Road to Ten Mile Road, Meridian | \$4,517,000 | Widen roadway; bike/ped facilities both sides. | 36.20\% | -6.59 |
| 102502 | Ustick Road, McDermott Road to Black Cat Road | \$10,818,000 | Widen roadway to five lanes and add bike/ped facilities on both sides. | 39.28\% | -4.08 |


| Key Number | Project ${ }^{\mathbf{1}}$ | Total Cost* | Counter Measures ${ }^{2}$ | Expected \% Change Based on CMF ${ }^{3}$ Data | Expected <br> Actual <br> Change in <br> Crashes ${ }^{4}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{gathered} \text { RD207- } \\ 24 \end{gathered}$ | Ustick Road, Ten Mile Road to Linder Road, Meridian | \$7,074,000 | Widen roadway to five lanes; bike/ped facilities both sides. | 32.22\% | -6.44 |
| 22600 | Western Heritage Byway, Swan Falls Road, ACHD | \$6,754,000 | Add five-foot shoulders; improve accessibility. | 29.00\% | -1.51 |
| Total Cost and Projected Reduction in Crashes |  | \$1,326,873,000 |  |  | $\begin{gathered} -1,675.23 \\ \text { crashes } \\ \hline \end{gathered}$ |

As of September 2023.

* Costs shown in year of expenditure (inflated).
${ }^{1}$ Only safety projects with construction in the first five years of the TIP are included in this table.
${ }^{2}$ Only safety improvements that have Crash Modification Factors applied are analyzed here.
${ }^{3} \mathrm{CMF}=$ Crash Modification Factors
${ }^{4}$ Based on crash history. Information is not available for every safety-related project.

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

Targets were set based on historical data gathered through reviewing trending information over the past two years. These data are collected monthly and analyzed to ensure Valley Regional Transit is progressing toward the targets. Table 17 provides the safety targets and safety performance for public transportation. Updates were not available in time for this report.

Table 17: Valley Regional Transit Public Transportation Safety Targets, FY2022

|  | FY2022 <br> Target Fixed Route | FY2022 <br> Actual <br> Fixed Route | FY2022 <br> Target DemandResponse | FY2022 Actual DemandResponse |
| :---: | :---: | :---: | :---: | :---: |
| Fatalities |  |  |  |  |
| Total number of fatalities reported to the NTD | 0 | 0.00 | 0 | 0.00 |
| Rate of fatalities per total VRM | 0 | 0.00 | 0 | 0.00 |
| I njuries |  |  |  |  |
| 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 $\$ 25$ million is programmed for planning and studies to further transportation improvements from FY2024 through FY2027. See Table 18 for a list of support projects in the TIP System.

Table 18: Support Projects, FY2024-2027

| Key <br> Number | Project | Years of <br> Service | Type of <br> Service | Total Cost |
| :---: | :--- | :---: | :---: | :---: |
| 18854 | Planning and Mobility Implementation, <br> Boise Area, VRT | $2024-2027$ | Planning | $\$ 6,593,000$ |
| 18842 | Planning and Mobility Implementation, <br> Nampa Area, VRT | $2024-2027$ | Planning | $\$ 2,436,000$ |
| 21889 | Planning, COMPASS - FY2024 | 2024 | Planning | $\$ 273,000$ |
| 22387 | Planning, COMPASS - FY2025/2026 | 2025 | Planning | $\$ 430,000$ |


| Key Number | Project | Years of Service | Type of Service | Total Cost |
| :---: | :---: | :---: | :---: | :---: |
| 22800 | Planning, COMPASS - FY2026 | 2026 | Planning | \$232,000 |
| 23327 | Planning, COMPASS - FY2027 | 2027 | Planning | \$331,000 |
| 22494 | Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2024 | 2024 | Planning | \$1,466,000 |
| 22998 | Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2025 | 2025 | Planning | \$1,495,000 |
| 23401 | Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2026 | 2026 | Planning | \$1,525,000 |
| 23772 | Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2027 | 2027 | Planning | \$1,525,000 |
| 19144 | Planning, FTA Metropolitan Planning Funds, COMPASS | 2024-2027 | Planning | \$1,832,000 |
| 23182 | SH-44, RWIS near SH-16, Ada County | 2024 | Data Collection | \$471,000 |
| 22394 | Study, Big Data Purchase, COMPASS | 2025 | Study | \$150,000 |
| ORN24233 | Study, Carbon Reduction Strategy, COMPASS | 2024 | Study | \$180,000 |
| 23312 | Study, Coordinate Local WaterwayPathway Plans, COMPASS | 2025 | Study | \$120,000 |
| 23341 | Study, I-84, SH-44 to Centennial Way, Canyon County | 2024 | Study | \$2,650,000 |
| NEW2 | Study, Interchange Justification Report, I-84 and Ustick Road, Caldwell | 2024 | Study | \$700,000 |
| ORN24237 | Study, Interchange Modification Report, I-84 and SH-16, Nampa | 2024 | Study | \$400,000 |
| ORN24238 | Study, SH-45 Realignment NEPA, Nampa | 2024-2025 | Study | \$600,000 |
| 23320 | Study, Smart Corridors, Nampa Area, COMPASS | 2027 | Study | \$140,000 |
| 23677 | Study, Transportation Demand Management Plan, COMPASS | 2027 | Study | \$150,000 |
| ORN24079 | US-95, Sign Face Replacement FY2024 | 2024 | Replace Signs | \$816,000 |
| Total |  |  |  | \$24,515,000 |

As of September 2023.

## System Performance

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

Over $\$ 1.1$ billion is budgeted to improve system performance in various ways in Ada and Canyon Counties in the FY2024-2030 TIP between FY2024 and FY2027 (Table 19).

Table 19: Projects that Improve System Performance, FY2024-2027

| Key <br> Number | Project | Entity/ NHS? | Treatment | Total Project <br> Cost |
| :---: | :--- | :---: | :---: | :---: |
| 13905 | 10th Avenue ITS and Overlay, <br> Caldwell | Non- <br> Interstate/Yes | Overlay and ITS | $\$ 2,747,000$ |
| 13484 | Centennial Way Roundabout, <br> Caldwell | Non- <br> Interstate/Yes | Roundabout | $\$ 4,015,000$ |
| RD216-04 | Eagle Road, Lake Hazel Road <br> to Amity Road, Meridian | Non- <br> Interstate/ No | Widen | $\$ 5,870,000$ |
| RC0133 | Fairview Avenue, Locust <br> Grove Road to SH-55 (Eagle <br> Road), Meridian | Non- <br> Interstate/Yes | Widen | $\$$ Widen |


| Key Number | Project | Entity/ NHS? | Treatment | Total Project Cost |
| :---: | :---: | :---: | :---: | :---: |
| 23957 | SH-16, Ustick Road Interchange and US 20/26 Interchange, Meridian | NonInterstate/ No* | New | \$75,800,000 |
| 23408 | SH-16, Ustick Road to US 20/26, Ada County | Non- <br> Interstate/ No | New | \$126,604,000 |
| 20574 | SH-44 (State Street), Star Road to SH-16, Ada County | NonInterstate/Yes | Widen | \$25,946,000 |
| 22715 | SH-55 (Karcher Road), <br> Farmway Road to Middleton <br> Road, Canyon | Non- <br> Interstate/Yes | Widen | \$121,600,000 |
| 23335 | SH-55 (Karcher Road), Pear Lane to Farmway Road, Design, Canyon County | Widen (design and right-of-way only) | Widen | \$58,400,000 |
| IN210-03 | State Street, Hertford Way to Ellens Ferry, Boise | NonInterstate/ No | Widen | \$7,185,000 |
| ORN24310 | US 20, Middleton Road to Star Road, Eastbound, Ada and Canyon Counties | Non- <br> Interstate/Yes | Widen | \$56,460,000 |
| ORN24309 | US 20, Middleton Road to Star Road, Westbound, Ada and Canyon Counties | NonInterstate/Yes | Widen | \$84,720,000 |
| 22165 | US 20/26 (Chinden), I-84 to Middleton Road, Canyon County | Non- <br> Interstate/Yes | Widen | \$110,000 |
| 20594 | US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle | Non- <br> Interstate/Yes | Widen | \$2,700,000 |
| 20367 | US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County | Non- <br> Interstate/Yes | Widen | \$266,000 |
| 23337 | US 20/26, Middleton Road to Star Road, Ada and Canyon Counties | Non- <br> Interstate/Yes | Widen | \$174,100,000 |
| 200919 | Ustick Road, Black Cat Road to Ten Mile Road, Meridian | NonInterstate/Yes | Widen | \$4,124,000 |
| 102502 | Ustick Road, McDermott Road to Black Cat Road | NonInterstate/ No | Widen | \$10,818,000 |
| RD207-24 | Ustick Road, Ten Mile Road to Linder Road, Meridian | NonInterstate/Yes | Widen | \$6,370,000 |
| Total |  |  |  | \$1,115,480,000 |

As of September 2023.
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 20).

Table 20: Level of Travel Time Reliability Targets, FY2022

| NHS Interstate |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Condition | FY2021 <br> Regional <br> Percentage | FY2021 <br> Statewide <br> Percentage | FY2022 <br> Regional <br> Percentage | FY2022 <br> Statewide <br> Percentage | Target <br> (FY2022- <br> 2025) |  |
| Reliable | 95.90 | $98.80 \%$ | $95.4 \%$ | $99.5 \%$ | $>90 \%$ |  |
| Not <br> Reliable | $4.10 \%$ | $1.20 \%$ | $4.6 \%$ | $0.5 \%$ |  |  |
| Total | $100 \%$ | $100 \%$ | $100 \%$ | $100 \%$ |  |  |
| NHS Non-I nterstate |  |  |  |  |  |  |
| Condition | FY2021 <br> Regional <br> Percentage | FY2021 <br> Statewide <br> Percentage | FY2022 <br> Regional <br> Percentage | FY2022 <br> Statewide <br> Percentage | Target <br> (FY2022- <br> 2025) |  |
| Reliable | $85.00 \%$ | $91.10 \%$ | $91.3 \%$ | $91.4 \%$ | $>70 \%$ |  |
| Not <br> Reliable | $15.00 \%$ | $8.90 \%$ | $8.7 \%$ | $8.6 \%$ |  |  |
| Total | $100 \%$ | $100 \%$ | $100 \%$ | $100 \%$ |  |  |

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 8). 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 8: 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 9.


Figure 9: 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 2021 Congestion Management Annual Report, available on the COMPASS website ${ }^{35}$.
Figure 10, below, is an excerpt of this report showing segments (by direction) that are reliable (gray) and not reliable (red).

[^14]

Figure 10: 2021 NHS Level of Travel Time Reliability
In the FY2024-2030 TIP, \$1 billion is budgeted for travel time reliability improvements specifically on the NHS.

## Truck Travel Time Reliability (Freight Movement)

On August 20, 2018, the COMPASS Board of Directors adopted a position to support freight movements through statewide level of truck travel time reliability targets established by ITD, which is to improve upon truck travel time reliability on the interstate system (note that this does not mean to improve travel time, but to improve the consistency of travel times - similar to the level of travel time reliability above, but specific to truck travel on the interstate system) (Table 21). The overall goal of truck travel time reliability is to make freight travel more predictable. Delivery of goods and services in a timely manner is important to the success of the freight industry and the industries it serves.

Table 21: Truck Travel Time Reliability and FY2022 Target

| Interstate |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Condition | FY2021 <br> Regional <br> Reliability <br> Score | FY2021 <br> Statewide <br> Reliability <br> Score | FY2022 <br> Regional <br> Reliability <br> Score | FY2022 <br> Statewide <br> Reliability <br> Score | Target <br> (FY2022- <br> 2025) |  |
| Reliable | 1.46 | 1.18 | 1.54 | 1.21 | $<1.3$ |  |

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 22 for an example of how the index works.

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

| Segment: Longer Travel Time (95 ${ }^{\text {th }}$ ) divided by Normal Travel Time ( $50^{\text {th }}$ ) $=$ \# seconds $\div$ by \#seconds = TTTR |  |  |
| :---: | :---: | :---: |
| Monday - Friday | 6am - 10am | TTTR $=72 \mathrm{sec} \div 50 \mathrm{sec}=1.44$ |
|  | 10am - 4pm | TTR $=1.39$ |
|  | 4pm - 8pm | TTR $=1.49$ |
| Weekends | 6am - 8pm | TTR $=1.31$ |
| Overnight | 8pm - 6am | TTR $=1.20$ |
| Maximum TTTR |  | 1.49 |
| Measure: TTTR Index <br> - Length $\times$ Max TTTR $=$ Length- weighted TTTR <br> - $\quad \Sigma$ (All segment length weighted TTTR) $\div \Sigma$ (All segment lengths) |  |  |

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

The 2021 truck travel time reliability on the interstate is provided in the 2020 Congestion Management Annual Report, available on the COMPASS website ${ }^{36}$.

[^15]Figure 11, 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 11: 2021 Truck Travel Time Reliability on the Interstate
Over $\$ 137$ million is budgeted to improve truck travel time reliability on Interstate 84 in the FY2024-2030 TIP (Table 23). Within the funded projects, several segments currently not performing well will be widened, which is expected to increase the reliability of these segments and could possibly improve reliability on adjacent segments of the interstate as well. As these projects are completed, COMPASS will report on how truck travel times and the reliability of travel on Interstate 84 change in the Congestion Management Annual Report ${ }^{37}$.

Several projects were funded over the last few years that are currently under construction. These projects will increase capacity on the interstate in segments currently considered fair to poor in truck travel time reliability.

[^16]Table 23: Projects that Improve Truck Travel Time Reliability on the Interstate, FY2024-2027

| Key <br> Number | Project $^{*}$ | Treatment | Total Project <br> Cost |
| :---: | :--- | :---: | ---: |
| 23437 | I-84, Centennial Interchange to Franklin Interchange, <br> Caldwell | Widen | $\$ 115,049,000$ |
| 23080 | I-84, Franklin Road Interchange to Karcher Road <br> Interchange - West, Nampa | Widen | $\$ 1,829,000$ |
| 23336 | $1-84$, Karcher Road Interchange, Nampa | Widen | $\$ 20,402,000$ |
| Total |  |  | $\mathbf{\$ 1 4 1 , 5 6 2 , 0 0 0}$ |

As of September 2023. CMAQ - Emissions
In October 2020, 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.

In November 2023, northern Ada County will reach attainment status and will no longer be eligible to use CMAQ funding.


CMAQ - Traffic Congestion
The federal performance measures for CMAQ - Traffic Congestion include:
Peak-Hour Excessive Delay per Capita- The extent of traffic congestion is measured by the number of transportation system users that are affected by congestion. FHWA measures this by the annual hours of peak hour excessive delay (PHED) per capita on the NHS in the Boise Urbanized Area. The threshold for excessive delay is based on the travel times at 20 miles per hour or 60 percent of the posted speed limit travel time, whichever is greater, and measured in 15minute intervals. Peak travel hours are defined as 6:00-10:00 a.m. and 3:00-7:00 p.m. each weekday. COMPASS worked in coordination with ITD staff to develop the current target of less than 13 hours annual peak-hour delay per capita by 2025. In 2022, travelers in the Boise Urban Area experienced 3.2 hours of peak-hour excessive delay per capita.

Non-Single Occupancy Vehicle Travel - This measure recognizes non-single occupancy travel, or commutes to work using alternate modes, within the Boise Urban Area. Modes recognized for this measure include carpooling, vanpooling, public transportation, commuter rail, walking, bicycling, and tele-commuting. COMPASS in coordination with Idaho Transportation Department developed a target of greater than or equal to $22 \%$ non-single occupancy vehicle travel by 2025 . In 2022, 29.5\% of work commutes in the Boise Urban Area were non-single occupancy vehicles.

## 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 FY2024-2030 TIP meet air quality conformity requirements for Northern Ada County.

The Northern Ada County $\mathrm{PM}_{10}$ State Implementation Plan, Maintenance Plan: TenYear Update ${ }^{38}$ contains motor vehicle emissions budgets for three pollutants: $\mathrm{PM}_{10}$, 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 FY2024-2030 TIP.

The complete air quality conformity demonstration is available the COMPASS website, Conformity Demonstration for the FY2024-2030 Regional Transportation Improvement Program, Communities in Motion 2050 amendment, and Communities in Motion 2050.

## VII. REGI ONALLY SI GNI FI CANT PROJ ECTS

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

[^17]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 PLANNI NG ACTI VITIES

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:

2022-2026 Integrated Five-Year Work Plan, ACHD, J anuary 2022.
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, J anuary 2016.
Communities in Motion 2050, regional long-range transportation plan for Ada and Canyon Counties, COMPASS, December 2022.

Congestion Management Process, COMPASS, April 2022.
Draft 2024-2028 Integrated Five-Year Work Plan, ACHD, June 2023.
Draft FY24 to FY30 Idaho Transportation Investment Program (ITIP), Draft for Public Comment, ITD, July 2023.

I-84 Corridor Operations Plan, February 2023.
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 $\mathrm{PM}_{10}$ State Implementation Plan, Maintenance Plan: Ten-Year Update, DEQ, March $2013{ }^{39}$.

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.

[^18]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.

Treasure Valley Transportation Systems Management and Operations Strategic Plan, January 2020.

Valley Connect 2.0, VRT, April 2018.

## IX. FINANCI AL CONSTRAI NT

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 previous transportation authorization bill, Fixing America's Surface Transportation Act (FAST), 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-ofexpenditure 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 issued 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.

## 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 FY2024-2030 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 $34 \%$ of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 51\% 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\% from other revenues such as local match (Table 24).

Table 24: ITD Appropriations - FY2024 (as of August 30, 2023)

| Fund Sources | State | Federal | Other | Total |
| :--- | :---: | :---: | :---: | :---: |
| Distribution of Highway User Revenue to ITD | $\$ 338.9$ | - | - | $\$ 338.9$ |
| Cigarette Tax - for Debt Service (state match) | $\$ 4.7$ | - | - | $\$ 4.7$ |
| Cigarette Tax - for Transportation <br> Expansion/ Congestion Mitigation (TECM) | - | - | - | - |
| 4\% Sales Tax - for Transportation <br> Expansion/ Congestion Mitigation (TECM) | $\$ 81.3$ | - | - | $\$ 81.3$ |
| Aviation Fuel Tax | $\$ 2.3$ | - | - | $\$ 2.3$ |
| Federal | - | $\$ 503.0$ | - | $\$ 503.0$ |
| Local Match | - | - | $\$ 7.5$ | $\$ 7.5$ |
| Services for State Agencies | - | - | $\$ 0.3$ | $\$ 0.3$ |
| Miscellaneous State | $\$ 43.1$ | - | - | $\$ 43.1$ |
| FHWA Funds Appropriated as State | - | - | - | - |
| General Fund Transfer In | $\$ 282.4$ | - | $\$ 210.0$ | $\$ 492.4$ |
| Beginning Cash | $\$ 7.0$ | - | - | $\$ 7.0$ |
| Cash Adjustment | - | - | - | - |
|  | $\mathbf{\$ 7 5 9 . 6}$ | $\mathbf{\$ 5 0 3 . 0}$ | $\mathbf{\$ 2 1 7 . 8}$ | $\mathbf{\$ 1 , 4 8 0 . 4}$ |


| Expenditures |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Personnel | \$133.6 | \$17.6 | \$0.4 | \$151.6 |
| Operating | \$108.6 | \$14.4 | \$0.2 | \$123.2 |
| Capital Facilities | \$24.7 | - | - | \$24.7 |
| Equipment | \$56.9 | - | - | \$56.9 |
| Sub-Grantee (Pass-Through) | \$1.7 | \$34.1 | - | \$35.8 |
| Contract Construction and Right-of-Way Acquisition | \$453.4 | \$398.4 | \$7.2 | \$859.0 |
| TECM Debt Service and Capital Project Fund | \$61.2 | - | - | \$61.2 |
| Total Expenditures (spending authority) | \$840.1 | \$464.5 | \$7.8 | \$1,312.4 |
|  | 61.1\% | 38.3\% | 0.6\% |  |
| GARVEE Debt Service | \$4.7 | \$60.2 | - | \$64.9 |
| TECM Debt Service | \$20.0 | - | - | \$20.0 |


| Total Program Funding | $\$ 864.8$ | $\$ 524.7$ | $\$ 7.8$ | $\$ 1,397.2$ |
| ---: | :---: | :---: | :---: | :---: |
|  | $61.9 \%$ | $37.6 \%$ | $0.6 \%$ |  |
| Funds in Excess of Appropriation | $(\$ 105.2)$ | $(\$ 21.6)$ | $\$ 210.0$ | $\$ 83.2$ |

Amounts in millions and rounded and may not add, due to rounding.
Report provided by ITD.

HDA revenue is obtained from various sources and distributed to multiple agencies. ITD's revenue forecast (Table 25) provides the summary of how these funds are forecasted for FY2024.

Table 25: ITD Highway User Revenue - FY2024

| Revenue Sources | HDA | New <br> Revenue | Total |
| :--- | ---: | ---: | ---: |
| Motor Fuel Taxes <br> Less: Parks, Tax Commission, Refunds, Railroad, Bridge <br> Inspection | $\$ 319.2$ | $\$ 80.2$ | $\$ 399.4$ |
| Less: Ethanol transfer to ITD | $(\$ 25.6)$ |  | $(\$ 25.6)$ |
| Net Motor Fuel to Distribute | $(\$ 19.9)$ |  | $(\$ 19.9)$ |
| Registrations | $\$ 273.7$ | $\$ 80.2$ | $\$ 353.9$ |
| Other | $\$ 132.5$ | $\$ 43.2$ | $\$ 175.7$ |
| Net to Distribute | $\$ 12.5$ | $\$ 0.0$ | $\$ 12.6$ |


| Distributions | HDA | New <br> Revenue | Total |
| :--- | ---: | ---: | ---: |
| ITD (58\% HDA) / (60\% New Revenue) | $\$ 244.9$ | $\$ 74.1$ | $\$ 319.0$ |
| Ethanol Transfer to ITD | $\$ 19.9$ | $\$ 0.0$ | $\$ 19.9$ |
| Total to ITD | $\$ 264.8$ | $\$ 74.1$ | $\$ 338.9$ |
| Idaho State Police (3\% HDA) / (0\% New Revenue) | $\$ 8.4$ | 0.0 | $\$ 8.4$ |
| Locals (39\% HDA) / (40\% New Revenue) | $\$ 165.4$ | $\$ 49.3$ | $\$ 214.7$ |
| Total Distributions | $\mathbf{\$ 4 3 8 . 6}$ | $\mathbf{\$ 1 2 3 . 4}$ | $\mathbf{\$ 5 6 2 . 0}$ |


| Sub-Allocation of Locals Distribution | HDA | New <br> Revenue | Total |
| :--- | ---: | ---: | ---: |
| Locals (39\% HDA) / (40\% New Revenue) | $\mathbf{\$ 1 6 5 . 4}$ | $\mathbf{\$ 4 9 . 3}$ | $\mathbf{\$ 2 1 4 . 7}$ |
| Less: LHTAC | $(\$ 0.6)$ | $(\$ 0.2)$ | $(\$ 0.8)$ |
| Net Local to Distribute | $\$ 164.8$ | $\$ 49.1$ | $\$ 213.9$ |
| Cities (30\%) | $\$ 49.4$ | $\$ 14.7$ | $\$ 64.1$ |
| Counties and Highway Districts (70\%) | $\$ 115.4$ | $\$ 34.4$ | $\$ 149.8$ |

Amounts in millions and rounded and may not add, due to rounding.
Based on August 2023 Forecast
New revenue is the result of 2015 legislation (HB312)
Report provided by ITD.

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 26). The amounts shown include the match and federal funds estimated to be available to programmed projects.

Table 26: Available Funding* with Match vs. Programmed Projects FY2024-2030 Draft Idaho Transportation Investment Program (as of 6/29/2023)

| Amounts in \$1,000 and rounded and Year of Expenditure. <br> Program Name | Idaho Transportation Investment Program (ITIP) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Statewide Transportation Improvement Program (STIP) |  |  |  |  |  |  |  | (PREL for Locals) |  |  |  |  |  | Sum FY2024-2030 |  |
|  | FY2024* |  | FY2025* |  | FY2026* |  | FY2027* |  | FY2028* |  | FY2029* |  | FY2030* |  |  |  |
|  | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program |
| Pavement Preservation | 77,666 | 111,054 | 56,611 | 53,970 | 53,018 | 53,825 | 54,438 | 60,868 | 53,039 | 46,940 | 48,019 | 43,144 | 48,819 | 53,831 | 391,610 | 423,632 |
| Pavement Restoration | 181,221 | 126,670 | 132,092 | 96,027 | 123,710 | 97,096 | 127,022 | 88,540 | 123,757 | 98,588 | 112,045 | 102,243 | 113,911 | 85,344 | 913,757 | 694,508 |
| State Highway System (SHS) | 258,887 | 237,724 | 188,703 | 149,997 | 176,728 | 150,921 | 181,460 | 149,408 | 176,796 | 145,528 | 160,064 | 145,387 | 162,730 | 139,175 | 1,305,367 | 1,118,140 |
| Pavements <br> Bridge Preservation | 17,575 | 12,466 | 17,502 | 19,902 | 19,223 | 19,342 | 18,846 | 18,625 | 18,477 | 18,596 | 18,115 | 18,143 | 17,759 | 17,600 | 127,498 | 124,674 |
| Bridge Restoration | 70,301 | 71,164 | 70,010 | 68,447 | 76,894 | 77,990 | 75,386 | 75,122 | 73,908 | 75,024 | 72,458 | 118,373 | 71,038 | 115,321 | 509,994 | 601,441 |
| SHS Bridges | 87,876 | 83,630 | 87,512 | 88,349 | 96,117 | 97,332 | 94,232 | 93,747 | 92,385 | 93,620 | 90,573 | 136,516 | 88,797 | 132,921 | 637,492 | 726,115 |
| Supporting Infrastructure Assets Safety - Rest Areas | 25,000 | 24,723 | 24,510 | 24,526 | 24,029 | 24,049 | 23,558 | 25,617 | 23,096 | 25,617 1,337 | 22,643 | 25,350 | 22,199 | 25,088 | 165,036 | 174,970 1,337 |
| Safety | 12,469 | 57,015 | 12,478 | 31,472 | 12,487 | 17,264 | 12,242 | 28,379 | 12,002 | 58,734 | 11,767 | 57,334 | 11,536 | 58,915 | 84,981 | 309,113 |
| Capacity | 87,531 | 44,618 | 83,996 | 48,420 | 84,787 | 43,746 | 84,327 | 56,933 | 84,857 | 28,805 | 84,034 | 21,406 | 77,261 |  | 586,794 | 243,928 |
| Safety \& Capacity Total | 100,000 | 101,633 | 96,475 | 79,892 | 97,274 | 61,010 | 96,569 | 85,312 | 96,859 | 87,539 | 95,801 | 78,740 | 88,797 |  | 671,775 | 494,126 |
| (Row 4+7+8+9+12) SHS CORE | 471,763 | 447,710 | 397,200 | 342,764 | 394,148 | 333,312 | 395,819 | 354,084 | 389,136 | 353,641 | 369,081 | 385,993 | 362,523 | 297,184 | 2,779,670 | 2,514,688 |
| Early Development |  | 732,215 |  | 599,100 |  | 128,565 |  |  |  |  |  | 217 |  |  |  | 1,460,097 |
| Leading Idaho (TECM) | 130,000 | 130,000 | 130,000 | 61,758 | 130,000 | 30,000 | 130,000 |  | 130,000 |  | 130,000 |  | 130,000 |  | 910,000 |  |
| TECM Program | 61,250 | 61,250 | 46,250 | 30,134 | 31,250 | 300 | 16,250 | 300 | 1,250 | - | 1,250 | - | 1,250 |  | 158,750 | 91,984 |
| State (TECM) Bonding Program | 730,000 |  | 600,000 |  | 150,000 |  |  |  |  |  |  |  |  |  |  |  |
| TECM Debt Service + Fees \& Interest | 20,000 | 20,000 | 35,000 | 35,000 | 50,000 | 50,000 | 65,000 | 65,000 | 65,000 | 65,000 | 80,000 | 80,000 | 80,000 | 80,000 | 395,000 | 395,000 |
| Formula Debt Service + Fees \& | 63,314 | 63,314 | 63,430 | 63,430 | 63,543 | 63,543 | 65,046 | 65,046 | 67,030 | 67,030 | 66,499 | 66,499 |  | 66,499 | 388,862 | 455,361 |
| SHS Strategic | 1,004,564 | 1,006,779 | 874,680 | 789,422 | 424,793 | 272,408 | 276,296 | 130,346 | 263,280 | 132,030 | 277,749 | 146,716 | 211,250 | 146,499 | 1,852,612 | 2,402,442 |
| System Support | 7,000 | 10,341 | 7,000 | 10,341 | 7,000 | 12,544 | 7,000 | 4,970 | 7,000 | 1,335 | 7,000 | 3,910 | 7,000 | 570 | 49,000 | 44,011 |
| 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 | 10,155 | 3,744 | 10,155 | 3,171 | 10,258 | 481 | 10,159 | 919 | 10,062 | 1,104 | 9,967 |  | 9,874 |  | 70,631 | 9,419 |
| PROTECT Program | 11,888 |  | 11,888 |  | 12,009 |  | 11,893 |  | 11,780 |  | 11,669 |  | 11,560 |  | 82,687 | - |
| Electric Vehicle Program | 7,960 | 3,577 | 7,804 |  | 7,728 |  | 7,654 |  | 7,581 |  | 7,510 |  | 7,439 |  | 53,677 | 3,577 |
| SHS Other | 47,003 | 27,662 | 46,848 | 23,512 | 46,995 | 23,025 | 46,706 | 15,889 | 46,423 | 12,439 | 46,146 | 13,910 | 45,873 | 10,570 | 325,995 | 127,007 |
| Planning, Scoping, \& Studies | 8,000 | 8,715 | 8,000 | 7,975 | 8,000 | 7,000 | 8,000 | 7,000 | 8,000 | 6,500 | 8,000 | 6,500 | 8,000 | 6,500 | 56,000 | 50,190 |
| Metropolitan Planning (MPOs) | 2,407 | 2,407 | 2,455 | 2,455 | 2,504 | 2,504 | 2,504 | 2,504 | 2,504 | 2,504 |  | 2,504 |  |  | 12,372 | 14,878 |
| State Planning and Research | 9,249 | 9,249 | 9,435 | 9,435 | 9,624 | 9,624 | 9,624 | 9,624 | 9,624 | 9,624 |  | - | - |  | 47,556 | 47,556 |
| Highway Planning | 19,656 | 20,371 | 19,890 | 19,865 | 20,128 | 19,128 | 20,128 | 19,128 | 20,128 | 18,628 | 8,000 | 9,004 | 8,000 | 6,500 | 115,928 | 112,624 |
| 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) | 7,437 | 7,436 | 7,618 | 7,618 | 7,803 | 7,803 | 7,803 | 7,803 | 7,803 | 7,803 |  | - |  |  | 38,464 | 38,463 |
| Freight | 10,961 | 10,746 | 10,961 | 10,699 | 10,961 | 10,351 | 10,746 | 9,142 | 10,535 | 9,324 | 10,329 | 7,583 | 10,126 | 24,580 | 74,619 | 82,425 |
| Congestion Mitigation/Air Quality (CMAQ) |  | - |  | - |  | - |  |  |  | - |  | - |  |  |  |  |
| Highway Statewide Competitive | 20,109 | 19,893 | 20,290 | 20,028 | 20,475 | 19,865 | 20,260 | 18,656 | 20,049 | 18,838 | 10,329 | 9,294 | 10,126 | 26,291 | 121,636 | 132,865 |


| Amounts in \$1,000 and rounded and Year of Expenditure. <br> Program Name | Idaho Transportation Investment Program (ITIP) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Statewide Transportation Improvement Program (STIP) |  |  |  |  |  |  |  | (PREL for Locals) |  |  |  |  |  | Sum FY2024-2030 |  |
|  | FY2024* |  | FY2025* |  | FY2026* |  | FY2027* |  | FY2028* |  | FY2029* |  | FY2030* |  |  |  |
|  | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program | Available | Program |
| TAP - Transportation Mgt Area | 1,127 | 798 | 1,132 | 1,106 | 1,137 | 1,111 | 1,114 | 358 | 1,093 | 598 | 2,142 | 3,044 |  |  | 7,745 | 7,015 |
| STBG - Transportation Mgt Area | 12,416 | 12,172 | 12,416 | 11,493 | 12,416 | 12,268 | 12,173 | 12,713 | 11,934 | 10,563 | 23,400 | 18,518 |  |  | 84,757 | 77,727 |
| STBG - Local Large Urban | 10,484 | 9,440 | 10,484 | 6,886 | 10,528 | 10,168 | 10,322 | 9,597 | 10,120 | 9,558 | 30,000 | 22,916 |  | - | 81,939 | 68,565 |
| STBG - Small Urban | 4,893 | 4,819 | 4,893 | 4,797 | 4,913 | 4,818 | 4,817 | 4,817 | 4,723 | 4,723 | 10,224 | 10,224 |  |  | 34,462 | 34,198 |
| STBG - Local Rural | 18,010 | 17,658 | 18,008 | 17,555 | 18,210 | 17,756 | 17,853 | 17,853 | 17,503 | 17,503 | 34,320 | 34,320 |  |  | 123,904 | 122,645 |
| Bridge, Local | 17,041 | 13,107 | 9,522 | 16,917 | 9,336 | 12,255 | 9,153 | 9,153 | 8,973 | 8,974 | 17,595 | 17,595 |  |  | 71,620 | 78,001 |
| Bridge, Off System | 6,750 | 6,750 | 6,618 | 6,618 | 6,488 | 6,488 | 6,361 | 6,361 | 6,236 | 6,236 | 12,227 | 12,227 |  |  | 44,680 | 44,680 |
| Safety - Local | 11,469 | 11,436 | 11,498 | 11,244 | 11,526 | 11,272 | 11,300 | 11,300 | 11,078 | 11,078 | 10,861 | 10,861 | 10,648 | 10,648 | 78,380 | 77,839 |
| Safety - Railroad Crossings | 2,207 | 2,210 | 2,207 | 2,205 | 2,207 | 2,210 | 2,207 | 2,205 | 2,207 | 2,210 | 2,207 | 2,010 | 2,207 | 105 | 15,450 | 13,155 |
| Highway Local | 70,854 | 65,420 | 63,230 | 66,222 | 63,208 | 64,967 | 62,013 | 61,286 | 60,840 | 60,282 | 117,434 | 110,153 | 12,855 | 10,753 | 450,435 | 439,083 |
| Highway Federal Formula \& State | 1,633,949 | 1,587,835 | 1,422,136 | 1,261,813 | 969,747 | 732,705 | 821,221 | 599,389 | 799,854 | 595,858 | 828,738 | 675,070 | 650,628 | 497,797 | 5,646,275 | 5,728,709 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Discretionary | 6,430 | 6,430 |  |  |  |  |  |  |  |  |  |  |  |  | 6,430 | 6,430 |
| Federal Lands Access | 32,798 | 32,798 | 14,935 | 14,935 | 1,812 | 1,812 | 15,822 | 15,822 | - | - |  | - |  | - | 65,367 | 65,367 |
| Indian Reservation Roads | 1,020 | 1,020 | 950 | 950 | 660 | 660 |  |  |  |  |  | - |  |  | 2,629 | 2,629 |
| Other Federal Non-Formula | 5,047 | 5,047 | 3,682 | 3,682 | 882 | 882 | 9,338 | 9,338 | 882 | 882 | 682 | 682 | 682 | 682 | 21,195 | 21,195 |
| Highway Other Federal Programs | 45,295 | 45,295 | 19,567 | 19,567 | 3,354 | 3,354 | 25,160 | 25,160 | 882 | 882 | 682 | 682 | 682 | 682 | 95,621 | 95,621 |
| Federal Non-Participating |  |  |  | - |  |  |  |  |  |  |  |  |  |  |  |  |
| Local/Private Partnership | 2,026 | 2,026 | 918 | 918 |  |  | 2,962 | 2,962 | 3,019 | 3,019 | 11,443 | 11,443 | 2,500 | 2,500 | 22,868 | 22,868 |
| Highway Other Programs | 2,026 | 2,026 | 918 | 918 | 0 | 0 | 2,962 | 2,962 | 3,019 | 3,019 | 11,443 | 11,443 | 2,500 | 2,500 | 22,868 | 22,868 |
| Highways Total | 1,681,270 | 1,635,156 | 1,442,621 | 1,282,298 | 973,101 | 736,059 | 849,343 | 627,511 | 803,755 | 599,759 | 840,863 | 687,195 | 653,810 | 500,979 | 7,244,764 | 6,068,956 |
| Capital | 42,585 | 42,585 | 54,646 | 54,646 | 37,190 | 37,190 | 30,639 | 30,639 | 10,960 | 10,960 | 2,739 | 2,739 |  | - | 178,759 | 178,759 |
| Operations | 45,099 | 45,099 | 50,620 | 50,620 | 40,972 | 40,972 | 29,232 | 29,232 | 5,756 | 5,756 |  |  |  |  | 171,679 | 171,679 |
| Public Transit Total | 87,684 | 87,684 | 105,266 | 105,266 | 78,162 | 78,162 | 59,871 | 59,871 | 16,716 | 16,716 | 2,739 | 2,739 | 0 | 0 | 350,438 | 350,438 |
| New Airport Facility | 5,806 | 5,806 | 5,288 | 5,288 | 5,199 | 5,199 | 2,864 | 2,864 | 450 | 450 |  | - | - | - | 19,607 | 19,607 |
| Airport Facility Maintenance | 16,570 | 16,570 | 11,078 | 11,078 | 25,823 | 25,823 | 19,061 | 19,061 | 8,483 | 8,483 | 5,344 | 5,344 | - |  | 86,359 | 86,359 |
| Airport Planning | 1,544 | 1,544 | 282 | 282 | 567 | 567 | 3,500 | 3,500 | 550 | 550 |  | - |  |  | 6,443 | 6,443 |
| Aviation System Planning | 311 | 311 | 40 | 40 | 261 | 261 |  |  |  | - |  | - | - | - | 612 | 612 |
| Aeronautics Total <br> Grand Total | 24,231 | 24,231 | 16,688 | 16,688 | 31,850 | 31,850 | 25,425 | 25,425 | 9,483 | 9,483 | 5,344 | 5,344 | 0 | 0 | 113,021 | 113,021 |
|  | 1,793,185 | 1,747,071 | 1,564,575 | 1,404,252 | 1,083,113 | 846,071 | 934,639 | 712,807 | 829,954 | 625,958 | 848,946 | 695,278 | 653,810 | 500,979 | 7,708,223 | 6,532,415 |
|  | * Available estimates are to be used for planning purposes only. FY2026 is the last year of IIJA transportation act. FY2027 and later are flat lined at FY2026 levels. Projects in the Early Development program use available balances from Leading Idaho, State Bond Proceeds, or other SHS programs. <br> Funds expressed in Year-of-Expenditure Dollars assuming 2\% annual inflation. <br> 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 FY2022, the local roadway jurisdictions in Ada and Canyon Counties budgeted only $9 \%$ of their budget to capital construction projects. Most of the funds (53\%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 22\% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed 10\% of the budget. Finally, administrative costs were 7\% of the overall expenses for roadway jurisdictions.

Tables 27 through 29 provide FY2022 financial information from local agencies with roadway jurisdictions in Ada and Canyon Counties. Additional information is provided in Appendix C. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 27: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2022

|  | Total Local Income | Total State I ncome | Total Federal I ncome | Total Income |
| :---: | :---: | :---: | :---: | :---: |
| Highway Districts |  |  |  |  |
| ACHD | \$91,423,899 | \$60,916,559 | \$611,089 | \$152,951,547 |
| Canyon Highway District | \$7,306,282 | \$5,701,207 | \$351,066 | \$13,358,555 |
| Golden Gate Highway District | \$1,601,979 | \$2,316,305 | \$17,255 | \$3,935,539 |
| Nampa Highway District | \$10,294,221 | \$7,516,309 | \$0 | \$17,810,530 |
| Notus-Parma Highway District | \$1,169,591 | \$2,023,579 | \$0 | \$3,193,170 |
| Cities |  |  |  |  |
| Caldwell | \$5,546,139 | \$5,191,406 | \$94,536 | \$10,832,081 |
| Greenleaf | \$34,027 | \$64,306 | \$0 | \$98,333 |
| Melba | \$13,296 | \$71,382 | \$0 | \$84,678 |
| Middleton | \$2,942,979 | \$1,110,384 | \$0 | \$4,053,363 |
| Nampa | \$16,983,571 | \$7,675,379 | \$228,720 | \$24,887,670 |
| Notus | \$0 | \$24,011 | \$31,642 | \$55,653 |
| Parma | \$119,791 | \$162,544 | \$0 | \$282,335 |
| Wilder | \$65,111 | \$182,765 | \$0 | \$247,876 |
| Total | \$137,500,886 | \$92,956,136 | \$1,334,308 | \$231,791,330 |

Source: 2022 Road and Street Report, Self-Reported, September 30, 2022.

Table 28: Total Disbursements for Agencies with Roadway Jurisdiction, FY2022

|  | Total Construction Costs | Total Reconstruction Costs | Total Routine Maintenance | Total Equipment | Administration | * Other Expenses | Total <br> Disbursements |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Highway Districts |  |  |  |  |  |  |  |
| ACHD | \$8,607,412 | \$32,564,481 | \$48,571,279 | \$14,077,407 | \$8,669,795 | \$27,872,112 | \$140,362,486 |
| Canyon Highway District | \$0 | \$3,391,142 | \$2,088,014 | \$1,302,289 | \$815,934 | \$899,857 | \$8,497,236 |
| Golden Gate Highway District | \$0 | \$806,092 | \$1,002,576 | \$585,114 | \$256,596 | \$254,602 | \$2,904,980 |
| Nampa Highway District | \$4,857,333 | \$4,434,384 | \$1,250,626 | \$1,154,677 | \$574,009 | \$4,231,285 | \$16,502,314 |
| Notus-Parma Highway District | \$0 | \$595,800 | \$864,142 | \$619,008 | \$231,577 | \$130,946 | \$2,441,473 |
| Cities |  |  |  |  |  |  |  |
| Caldwell | \$3,705,398 | \$768,970 | \$1,253,486 | \$354,517 | \$652,036 | \$2,664,160 | \$9,398,567 |
| Greenleaf | \$0 | \$0 | \$545 | \$8,696 | \$22,468 | \$16,382 | \$48,091 |
| Melba | \$0 | \$0 | \$0 | \$1,491 | \$12,300 | \$11,755 | \$25,546 |
| Middleton | \$206,173 | \$55,507 | \$202,408 | \$62,593 | \$258,749 | \$991,157 | \$1,776,587 |
| Nampa | \$0 | \$426,753 | \$2,772,824 | \$1,314,415 | \$1,046,815 | \$4,759,470 | \$10,320,277 |
| Notus | \$0 | \$0 | \$16,570 | \$1,626 | \$903 | \$5,963 | \$25,062 |
| Parma | \$0 | \$0 | \$14,001 | \$16,996 | \$55,872 | \$61,823 | \$148,692 |
| Wilder | \$385 | \$48,655 | \$2,468 | \$12,891 | \$46,676 | \$17,440 | \$128,515 |
| Total | \$17,376,701 | \$43,091,784 | \$58,038,939 | \$19,511,720 | \$12,643,730 | \$41,916,952 | \$192,579,826 |

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

Source: 2022 Road and Street Report, Self-Reported, September 30, 2022.

Table 29: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022

|  | Beginning Balance | Total Income | Total Disbursements | Receipts Over Disbursements | Adjust | Closing Fund Balance | Obligated for Projects | Retained for Operations |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Highway Districts |  |  |  |  |  |  |  |  |
| ACHD | \$66,071,852 | \$152,951,547 | \$140,362,486 | \$12,589,061 | \$0 | \$78,660,913 | \$78,660,913 | \$0 |
| Canyon Highway District | \$10,299,323 | \$13,358,555 | \$8,497,236 | \$4,861,319 | \$101,375 | \$15,262,017 | \$14,662,017 | \$600,000 |
| Golden Gate Highway District | \$3,200,923 | \$3,935,539 | \$2,904,980 | \$1,030,559 | \$0 | \$4,231,482 | \$4,007,482 | \$224,000 |
| Nampa Highway District | \$11,581,953 | \$17,810,530 | \$16,502,314 | \$1,308,215 | \$0 | \$12,890,168 | \$7,033,579 | \$5,856,589 |
| Notus-Parma Highway District | \$5,150,014 | \$3,193,170 | \$2,441,473 | \$751,697 | \$0 | \$5,901,711 | \$5,701,711 | \$200,000 |
| Cities |  |  |  |  |  |  |  |  |
| Caldwell | \$9,976,777 | \$10,832,081 | \$9,398,567 | \$1,433,514 | \$0 | \$11,410,291 | \$0 | \$11,410,291 |
| Greenleaf | \$156,099 | \$98,333 | \$48,091 | \$50,242 | \$0 | \$206,341 | \$206,341 | \$0 |
| Melba | \$0 | \$84,678 | \$25,546 | \$59,132 | \$0 | \$59,132 | \$50,000 | \$9,132 |
| Middleton | \$0 | \$4,053,363 | \$1,776,587 | \$2,276,777 | \$0 | \$2,276,777 | \$1,779,371 | \$497,406 |
| Nampa | \$31,666,010 | \$24,887,670 | \$10,320,277 | \$14,567,393 | \$0 | \$46,233,403 | \$0 | \$0 |
| Notus | \$0 | \$55,653 | \$25,062 | \$30,591 | \$0 | \$30,591 | \$30,591 | \$0 |
| Parma | \$245,841 | \$282,335 | \$148,692 | \$133,643 | \$0 | \$379,484 | \$20,000 | \$359,484 |
| Wilder | \$175,777 | \$247,876 | \$128,515 | \$119,361 | \$0 | \$295,138 | \$295,138 | \$0 |
| Total | \$138,524,569 | \$231,791,330 | \$192,579,826 | \$39,211,504 | \$101,375 | \$177,837,448 | \$112,447,143 | \$19,156,902 |

Source: 2022 Road and Street Report, Self-Reported, September 30, 2022.

## 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 Urban Areas and programs for elderly persons or persons with disabilities and for bus and bus facilities in the Boise Urban 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 Urban Areas. See additional details in Appendix C.

Table 30 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.

Fiscal Year 2024
Budget Summary by Budget Area

| ReVenues |  |
| :---: | :---: |
| Regional Overhead |  |
| Directly Generated Revenues | \$ |
| Auxiliary Revenues | 620,365 |
| Non-Transportation Revenues | - |
| Federal Assistance | 3,698,332 |
| Local Assistance | 2,986,461 |
| TOTAL | \$ 7,305,159 |

Ada County Transportation
Services
Directly Generated Revenues
Auxiliary Revenues
\$ 748,420

Federal Assistance
151,462
Local Assistance
Draw from Surplus Fund
Balance
TOTAL \$ 12,520,290

| Canyon County Transportation Services |  |  |
| :---: | :---: | :---: |
| Directly Generated Revenues | \$ | 117,776 |
| Auxiliary Revenues |  | 46,605 |
| Federal Assistance |  | 2,145,781 |
| Local Assistance |  | 918,582 |
| Draw from Surplus Fund Balance |  | - |
| TOTAL | \$ | 3,228,744 |

EXPENSES
Regional Overhead

| Wages and Salaries | $\$$ | $2,412,382$ |
| :--- | ---: | ---: |
| Fringe Benefits | $\$$ | $1,717,114$ |
| Professional Services | $\$$ | $1,217,505$ |
| Materials and Supplies | $\$$ | 187,500 |
| Utilities | $\$$ | 138,601 |
| Casualty and Liability | $\$$ | 49,501 |
| Purchased Transportation | $\$$ | - |
| Miscellaneous | $\$$ | 763,010 |
| Subrecipient Pass Through |  | 770,124 |
| Interest |  | 1,500 |
| Leases and Rentals |  | 47,922 |

Ada County Transportation

## Services

| Wages and Salaries | 5,526,500 |
| :--- | ---: |
| Fringe Benefits | $3,634,397$ |
| Professional Services | 677,026 |
| Materials and Supplies | $\mathbf{1 , 1 6 2 , 5 5 0}$ |


| Utilities | 170,600 |  |
| :--- | ---: | ---: |
| Casualty and Liability | 592,614 |  |
| Purchased Transportation |  |  |
| Miscellaneous |  | 201,050 |
| Interest | 194,185 |  |
| Leases and Rentals |  | 361,369 |
|  |  | TOTAL |
|  | $\$ \mathbf{1 2 , 5 2 0 , 2 9 0}$ |  |


| Canyon County <br> Transportation Services |  |
| :---: | :---: |
|  |  |
| Wages and Salaries | \$ 1,417,400 |
| Fringe Benefits | 686,315 |
| Professional Services | 288,280 |
| Materials and Supplies | 476,446 |
| Utilities | 72,106 |
| Casualty and Liability | 253,978 |
| Purchased Transportation | - |
| Miscellaneous | 28,043 |
| Interest | - |
| Leases and Rentals | 6,175 |
| TOTAL | \$ 3,228,744 |

Specialized Transportation
Services

| Directly Generated Revenues | $\$$ | - |
| :--- | :---: | :---: |
| Auxiliary Revenues |  | - |
| Federal Assistance |  | $1,639,560$ |
| Local Assistance |  | 894,886 |
|  | TOTAL | $\mathbf{\$ 2 , 5 3 4 , 4 4 7}$ |

Capital Projects
Federal Capital Assistance
Local Capital Assistance
Subrecipient Pass Through
Draw from Surplus Fund Balance

TOTAL \$ 8,624,500

Grand Total Revenues, All Sources

Specialized Transportation
Services
Wages and Salaries \$ 378,260
Fringe Benefits 350,337
Professional Services 832,750
Materials and Supplies 351,850
Utilities 1,800
Casualty and Liability 119,499
Purchased Transportation 472,500
Miscellaneous 27,450
Interest
Leases and Rentals
TOTAL \$ 2,534,447

Capital Projects
VRT \$ 8,624,500
Subrecipient - Pass Through
TOTAL
$\$ 8,624,500$

Grand Total Expenses
\$ 34,213,139

## General Statement of Financial Constraint

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

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

| $\mathbf{2 0 2 4}$ | $\mathbf{2 0 2 5}$ | $\mathbf{2 0 2 6}$ | $\mathbf{2 0 2 7}$ | $\mathbf{2 0 2 8}$ | PD |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $100 \%$ | $101 \%$ | $99 \%$ | $98 \%$ | $89 \%$ | $98 \%$ |

Table 32 demonstrates available funding versus programmed funding for all funding sources in the COMPASS planning area. Funds in programs not managed by COMPASS are 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 32: COMPASS Region Available vs. Programmed Funding

| Funding Source* | 2024 |  | 2025 |  | 2026 |  | 2027 |  | 2028 |  | PD** |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed | Available | Programmed |
| AC (Local) | 1,842 | 1,842 | (700) | (700) | 1,030 | 1,030 | 625 | 625 | (625) | (625) | $(1,000)$ | $(1,000)$ |
| AC (State) | $(8,917)$ | $(8,917)$ | $(5,500)$ | $(5,500)$ | - | - | - | - | - | - | - | - |
| Bridge (Local) | - | - | 155 | 155 | 7,032 | 7,032 | - | - | - | - | - | - |
| CRP-LU^ | 625 | 1,138 | 625 | 637 | 625 | 378 | 625 | 625 | 625 | 625 | 1,250 | - |
| CRP - TMA^ | 2,659 | 2,659 | 1,311 | 2,795 | 1,444 | 114 | 1,444 | 294 | 1,444 | 479 | 2,888 | 2,446 |
| Federal RRX | 230 | 230 | - | - | 941 | 941 | 265 | 265 | 60 | 60 | 600 | 600 |
| FLAP | 5,091 | 5,091 | 5,919 | 5,919 | - | - | - | - | - | - | - | - |
| Freight | - | - | 1,051 | 1,051 | 4,515 | 4,515 | - | - |  |  | 8,330 | 8,330 |
| FTA 5303*** | 424 | 424 | 424 | 424 | 424 | 424 | 424 | 424 | 424 | 424 | - | - |
| FTA $5307 \mathrm{LU}^{* * *}$ | 5,400 | 6,507 | 5,400 | 5,942 | 5,400 | 5,199 | 5,400 | 5,199 | 5,400 | 5,199 | - | - |
| FTA 5307 SU*** | 3,417 | 5,007 | 3,417 | 2,952 | 3,417 | 2,952 | 3,417 | 2,952 | 3,417 | 2,952 | - |  |
| FTA 5310 LU*** | 650 | 650 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | - | - |
| FTA 5310 R | 193 | 193 | - | - | - | - | - | - | - | - | - |  |
| FTA 5310 SU*** | 403 | 403 | 403 | 403 | 403 | 403 | 403 | 403 | 403 | 403 | - | - |
| FTA 5311 | 2,754 | 2,754 | - | - | - | - | - | - | - | - | - | - |
| FTA 5339(c) | 1,840 | 1,840 | 18,160 | 18,160 | - | - | - | - | - | - | - |  |
| FTA 5339 LU*** | 450 | 880 | 450 | 576 | 450 | 510 | 450 | 429 | 450 | 429 | - | - |
| FTA 5339 R | 464 | 464 | - | - | - | - | - | - | - | - | - | - |
| FTA 5339 SU*** | 282 | 258 | 282 | 258 | 282 | 258 | 282 | 258 | 282 | 258 | - | - |
| GARVEE 2017 | 32,345 | 32,345 | - | - | - | - | - | - | - | - | - | - |
| HB132 \& HB314 | 1,716 | 1,716 | - | - | - | - | - | - | - | - | - | - |
| HSIP (Local) | 883 | 883 | - | - | 901 | 901 | - | - | - | - | - | - |
| Interstate Maintenance | 4,529 | 4,529 |  |  | 3,980 | 3,980 | - | - | - | - | 8,800 | 8,800 |
| Leading Idaho | 44,209 | 44,209 | 48,977 | 48,977 | 30,000 | 30,000 | - | - | - | - | - | - |
| Local (Regionally Significant) | 16,883 | 16,883 | 16,004 | 16,004 | 40,206 | 40,206 | 10,117 | 10,117 | - | - | 43,734 | 43,734 |
| Local Participating | 5,749 | 5,749 | 3,357 | 3,357 | 520 | 520 | 2,434 | 2,434 | - | - | 36,336 | 36,336 |
| Metropolitan Planning | 1,466 | 1,466 | 1,495 | 1,495 | 1,525 | 1,525 | 1,525 | 1,525 | 1,525 | 1,525 | 1,525 | 1,525 |
| NHPP | 400 | 400 | 999 | 999 | 10,568 | 10,568 | 32,421 | 32,421 | - |  | 45,018 | 45,018 |
| Private Developer | - | - | 937 | 937 | - | - | - | - | 2,078 | 2,078 | 12,635 | 12,635 |
| RAISE | 13,680 | 13,680 | 8,321 | 8,321 | - | - | - | - | - | - | - |  |
| State | 448,980 | 448,980 | 55,207 | 55,207 | 740 | 740 | 3,537 | 3,537 | - | - | 9,885 | 9,885 |
| STBG-R | - | - | - | - | - | - | 2,575 | 2,575 | - | - | - | - |
| STBG-State | 524 | 524 | 8,036 | 8,036 | 649 | 649 | 11,792 | 11,792 | 1,681 | 1,681 | 19,055 | 19,055 |
| STBG-TMA | 12,416 | 11,117 | 12,416 | 11,968 | 12,416 | 12,186 | 12,416 | 12,838 | 12,416 | 11,163 | 24,832 | 20,266 |
| STBG-U | 154 | 154 | 484 | 484 | 7,153 | 7,153 | 6,967 | 6,967 | 209 | 209 | 5,969 | 5,969 |
| TAP-State | 100 | 100 | 100 | 100 | - | - | - | - | - | - | - | - |
| TAP-TMA | 1,127 | 798 | 1,132 | 1,110 | 1,137 | 1,120 | 1,114 | 358 | 1,114 | 598 | 2,228 | 3,044 |
| TAP-U | 55 | 55 | 45 | 45 | 781 | 781 | - | - | - | - | - | - |
| TECM | 174,166 | 174,166 | - | - | - | - | - | - | - | - | - | - |
| TECM (Early Development) | 179,680 | 179,680 | 38,500 | 38,500 | 37,150 | 37,150 | - | - | - | - | - | - |
| Total | 956,869 | 958,857 | 227,907 | 229,112 | 174,189 | 171,735 | 98,733 | 96,538 | 31,403 | 27,958 | 222,085 | 216,643 |
| Percent Programmed | 100\% |  | 101\% |  | 99\% |  | 98\% |  | 89\% |  | 98\% |  |

As of September 2023. 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."


^Includes carry-over funds from previous years.
Blue highlight $=$ programs managed by COMPASS or VRT.


## X. PROGRAM FUNDI NG ALLOCATI ONS

The TIP is required to provide a breakdown of federal and regionally significant projects into roadway and alternative solutions. This information is in Table 33.

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

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

Table 33: Share of Project Costs Allocated by Type of Project

| Year | Total <br> Programmed <br> Funds* | Amount <br> Alocated to <br> Roadway <br> Solutions | Amount <br> Allocated to <br> Alternative <br> Solutions | Amount <br> Allocated <br> to Air <br> Quality | Amount <br> Allocated <br> to Other | Percent to <br> Roadways <br> Solutions | Percent to <br> Alternative <br> Solutions | Percent <br> to Air <br> Quality |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Percent |  |  |  |  |  |  |  |  |
| (o |  |  |  |  |  |  |  |  |

As of September 2023.
*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: FUNDI NG TYPES AND ACRONYMS

Provides a way to decipher transportation and federal jargon.

## Funding Sources and Uses

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

Federal and state funding combined allow the state to preserve and improve the current transportation system. Table 34 provides a brief description of those funding sources.

COMPASS staff created a funding fact sheet ${ }^{40}$ titled Transportation Funding Terms and Acronyms...Unraveling the Jargon, for a more succinct version of the information below, including definitions of transportation acronyms.

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

Table 34: Funding Sources and Uses

| Funding source* | What it's used for | Example | Who can use this funding in Ada/ Canyon Counties** |
| :---: | :---: | :---: | :---: |
| Advanced Construction (Local) | For projects that qualify for FHWA funding, a process that allows local funds to be used early in a project but qualifies the funds to be replaced with federal aid in the future. | When there is not enough federal aid in a given year, local funds must be added to cover costs. | Local highway districts or cities |
| Advanced Construction (State) | For projects that qualify for FHWA funding, a process that allows state funds to be used early in a project but qualifies the funds to be replaced with federal aid in the future. | When there is not enough federal aid in a given year, state funds must be added to cover costs. | ITD |
| Bridge (State) | Replacing or rehabilitating state bridges. | Fixing a current bridge or replacing an old bridge with a new one. | ITD |
| 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 |

[^19]|  |  |  | Who can use this <br> funding in |
| :---: | :--- | :--- | :--- |
| Funding source* |  |  |  |$\quad$| Ada/ Canyon |
| :---: | :--- |

\(\left.$$
\begin{array}{clll}\text { Funding source* }\end{array}
$$ \quad \begin{array}{c}Who can use this <br>

funding in\end{array}\right]\)| Ada/ Canyon |
| :---: |
| Counties** |


| Funding source* | What it's used for | Example | Who can use this funding in Ada/ Canyon Counties** |
| :---: | :---: | :---: | :---: |
| Local Participating | A project that is primarily federally funded, but the sponsoring agency (and/or others) pay more than the minimum required match. Thus, the local agencies are "participating" in the funding. | Any project where the sponsoring agency (and/or others) chooses to pay more than the minimum to help make the project more competitive when projects are selected for funding. | Any |
| Local (Regionally Significant) | Locally funded projects (no state or federal funds) are included in the TIP because they are significant to the region, generally adding capacity to a principal arterial. | Adding an additional traffic lane between two intersections on a major roadway, using local (not state or federal) funds. | Local highway districts or cities |
| National Highway Performance Program (NHPP) | A project that provides support for the condition and performance of the National Highway System. | Construction, restoration, rehabilitation, or preservation projects on roads designated on the National Highway System. | ITD |
| National Electric Vehicle Infrastructure (NEVI) | Projects that develop the electric infrastructure in the state. | Projects directly related to the charging of a vehicle and only for infrastructure that is open to the public. | ITD, generally along a designated alternative fuel corridor |
| Metropolitan Planning | FHWA funding for metropolitan planning. | Funding for COMPASS to conduct long-range regional transportation planning. | COMPASS |
| Private Developer | When transportation improvements are important for local development, the private developer may pay for some or all of the project costs. | Any project is eligible for partnership from private partners. | Any |
| Promoting Resilient Operations for Transformative, Efficient, and CostSaving Transportation (PROTECT) | Provides funding to make the transportation system more resilient to weather-related events, such as flooding or wildfire. | Improvements to avoid water on roadways, planning to mitigate potential natural disasters. | ITD |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | Federally competitive grant program for projects that help sponsors obtain funding for projects that are harder to support through other funding programs. | Typically larger, complex transportation projects related to roadway, rail, transit, or port improvements. | Any |
| Sales Tax Anticipated Revenue (STAR) | Allows a developer to construct transportation projects using private funds and be refunded with state funds through the sales tax generated by the new development once certain milestones are met. | Improvements funded by a developer, such as widening a road to accommodate increased traffic at a new shopping mall. | Private Developers in partnership with any transportation jurisdiction |


| Funding source* | What it's used for | Example | Who can use this funding in Ada/ Canyon Counties** |
| :---: | :---: | :---: | :---: |
| State Funds | Any project on a state-owned facility. Funds are flexible. | Any type of road improvement, including operations, technology, planning, support projects, and limited alternative transportation on the state highway system. | ITD |
| State Rail Protection Account | Provides the match funds for the federal railroad crossing project, which requires a 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 - Large Urban (STBG - LU) | Mainly roadway projects in the Nampa Urbanized Area. However, this funding has the 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 |
| 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 the 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 <br> Transportation Block Grant - Small Urban (STBG - SU) | Mainly roadway projects with populations between 5,000 and 50,000. However, this funding has the 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 Cities of Kuna, Middleton, and Star |
| Surface <br> Transportation Block <br> Grant - State (STBG <br> - State) | Mainly roadway projects for use anywhere in the state. However, this funding has the 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 <br> Transportation Block Grant - <br> Transportation Management Area (STBG - TMA) | Mainly roadway projects in urbanized areas of 200,000 or greater population. However, this funding has the 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 Boise Urbanized Area |

Transportation
Expansion and
Congestion Mitigation
(TECM)

Projects to expand the existing system to relieve congestion on state highways.

| Funding source* | What it's used for | Example | Who can use this funding in Ada/ Canyon Counties** |
| :---: | :---: | :---: | :---: |
| Transportation Alternatives Program State (TAP - State) | Projects that support "alternative" (nonmotorized) 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) and eligible non-profit organizations |
| Transportation Alternatives Program - Transportation Management Area (TAP - TMA) | Projects that support "alternative" (nonmotorized) transportation options in urbanized areas of 200,000 or greater population. | Building a walking or biking path. | Generally, jurisdictions in the Boise Urbanized Area and eligible non-profit organizations |
| Transportation Alternatives Program, Large Urban (TAP LU) | Projects that support "alternative" (nonmotorized) transportation options in the Nampa Urbanized Area. | Building a walking or biking path. | Generally, jurisdictions in the Nampa Urbanized Area and eligible nonprofit organizations |
| Transportation Alternatives Program, Small Urban (TAP SU) | Projects that support "alternative" (nonmotorized) transportation options in areas with a population between 5,000 and 50,000. | Building a walking or biking path. | Jurisdictions in the Cities of Kuna, Middleton, and Star and eligible nonprofit organizations |

*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 types of funding for types of projects. Except for TMA funds, all other funding sources can be used by other appropriate agencies throughout Idaho as well, based on funding definitions.

## Acronyms

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

Table 35: General Acronyms and Terms Used in the TIP

| ACHD | Ada County Highway District; the agency responsible for all non-state roadways <br> in Ada County. |
| :--- | :--- |
| ACCHD | Association of Canyon County Highway Districts. |
| ADA | Americans with Disabilities Act; civil rights legislation prohibiting discrimination <br> against persons with disabilities. <br> Generally, northern Ada County, including the cities of Boise, Eagle, Garden |
| Boise Area / Boise <br> Urbanized Area / <br> Carge Urban (LU) | Cor FHWA Meridian. <br> (TMA) funds. <br> (TMng: Generally, eligible for Transportation Management Area <br> For FTA funding: Eligible for "large urban" (LU) funds. |


| COMPASS/CPA | Community Planning Association of Southwest Idaho. |
| :---: | :---: |
| HD | Highway district |
| Federal-aid Roadway | A 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 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 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). |
| 1 | Interstate |
| 1-84 | Interstate 84 |
| IN | Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100\% locally funded. |
| I daho <br> 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. |
| Large Urban (LU) | Funding specific to large urban areas in the state (50,000 to 199,999 in population). The Nampa Urban Area (made up of the Cities of Nampa and Caldwell and parts of unincorporated Canyon County) is an example. |
| 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). |
| Nampa Area / <br> Nampa Urbanized <br> Area / Small <br> Urban (SU) | Generally, eastern Canyon County, including the cities of Nampa and Caldwell. For FHWA funding: Eligible for "large urban" (LU) funds. <br> 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 before making decisions on federally funded projects. A "NEPA study" refers to the documentation required for compliance with NEPA. |
| NHS | National Highway System |
| PD | Preliminary Development: the design phase of the project may begin, but construction is not yet programmed (budgeted) for a specific year. |


| PM | Performance Measure. Refers to either of two sets of performance measures <br> reported in the TIP: one to meet the vision of goals of the regional long-range <br> transportation plan (Communities in Motion) and one that meets federal <br> requirements. |
| :--- | :--- |
| ORN | OTIS reference number (temporary key number). |
| OTIS | Offe of Transportation Investment Systems (Department at ITD). (Renamed <br> since this term was developed). |
| Part of an ACHD key number. Local key numbers are used when a project is |  |
| regionally significant, but 100\% locally funded. |  |

## APPENDIX B: TRANSIT RIDERSHIP

Provides tabular and graphical representation of transit ridership in FY2023.

Yearly Cumulative Alternative Transportation Trip Report Black highlight $=$ no information or not available $\quad$ Gray highlight $=$ Totals

| FY2023 | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sept | $\begin{gathered} \text { Total - Oct- } \\ \text { Aug } \end{gathered}$ |  | To Date \% Change 2022-2023 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Boise State University (Bronco Shuttle) | 12,818 | 17,718 | 8,515 | 17,565 | 19,194 | 17,545 | 17,520 | 10,808 | 5,795 | 4,787 | 12,601 |  | 144,866 |  | 60.08\% |
| Commuteride (ACHD Vanpool) | 10,261 | 9,775 | 11,458 | 13,012 | 12,313 | 12,699 | 10,066 | 10,130 | 9,558 | 9,856 | 11,598 |  | 120,726 |  | 6.78\% |
| Eagle Senior Center | 702 | 832 | 994 | 617 | 595 | 725 | 564 | 674 | 702 | 680 | 854 |  | 7,939 |  | -27.48\% |
| First Mile Last Mile | 237 | 183 | 200 | 248 | 265 | 409 | 362 | 343 | 323 | 324 | 335 |  | 3,229 |  | 58.99\% |
| Kuna Senior Center | 297 | 159 | 159 | 168 | 179 | 213 | 208 | 259 | 307 | 346 | 371 |  | 2,666 |  | 10.94\% |
| Late Night | 48 | 49 | 37 | 35 | 49 | 43 | 42 | 38 | 35 | 26 | 21 |  | 423 |  | 27.03\% |
| Meridian Harvest | 1,213 | 1,255 | 1,257 | 1,326 | 1,230 | 1492 | 1,513 | 1,300 | 1,273 | 1,194 | 1,145 |  | 14,198 |  | 14.72\% |
| Meridian Rides 2 Wellness | 641 | 642 | 701 | 787 | 701 | 870 | 826 | 787 | 819 | 748 | 1,081 |  | 8,603 |  | 75.93\% |
| Meridian Senior Center | 629 | 493 | 585 | 566 | 627 | 762 | 697 | 839 | 864 | 675 | 810 |  | 7,547 |  | 59.96\% |
| Meridian Veterans | 29 | 13 | 20 | 30 | 19 | 16 | 6 | 18 | 14 | 14 | 22 |  | 201 |  | 161.04\% |
| Metro (Canyon County) | 1,013 | 853 | 916 | 912 | 986 | 1,163 | 914 | 1,101 | 1,109 | 802 | 954 |  | 10,723 |  | -4.83\% |
| Nampa Grocery Shuttle | 13 | 20 | 23 | 21 | 24 | 22 | 36 |  |  |  |  |  | 159 |  | N/A |
| Parma Senior Center | 182 | 182 | 127 | 188 | 237 | 271 | 186 | 256 | 230 | 203 | 237 |  | 2,299 |  | 6.24\% |
| Public Transportation Ada County ACCESS | 2,417 | 2,442 | 2,556 | 2,732 | 2,777 | 3,019 | 2,687 | 2,907 | 2,540 | 2,216 | 2,566 |  | 28,859 |  | 12.17\% |
| Public Transportation Ada County Fixed Route | 82,798 | 78,187 | 72,696 | 75,330 | 77,346 | 87,982 | 82,289 | 84,018 | 75,543 | 70,755 | 69,227 |  | 856,171 |  | 9.22\% |
| Public Transportation Canyon County On Demand | 2,970 | 2,675 | 2,517 | 2,670 | 2,690 | 3,099 | 2,558 | 2,400 | 2,398 | 2,075 | 2,447 |  | 28,499 |  | -3.19\% |
| Public Transportation Canyon County ACCESS | 163 | 214 | 240 | 243 | 239 | 242 | 268 | 283 | 292 | 246 | 281 |  | 2,711 |  | 22.17\% |
| Public Transportation Intercounty | 4,564 | 4,017 | 3,089 | 3,615 | 3,934 | 4,350 | 4,258 | 3,919 | 4,162 | 3,540 | 3,862 |  | 43,310 |  | 5.91\% |
| Shared Vehicle |  |  | 10 | 9 | 45 | 48 | 24 | 39 | 30 | 42 | 21 |  | 279 |  | 14.34\% |
| SHiP (Supportive Housing Innovative Partnerships) | 1,124 | 1,199 | 1,158 | 1,313 | 1,114 | 1,303 | 1,157 | 1,188 | 1,180 | 995 | 1,249 |  | 12,980 |  | 10.72\% |
| Star Senior Center | 95 | 102 | 113 | 124 | 122 | 130 | 117 | 158 | 126 | 125 | 163 |  | 1,375 |  | 12.52\% |
| Treasure Valley Transit | 1,756 | 1,588 | 1,576 | 1,699 | 1,629 | 1,892 | 1,603 | 1,777 | 1,743 | 1,548 |  |  | 16,811 |  | N/A |
| Village Van | 470 | 565 | 525 | 756 | 756 | 899 | 817 | 688 | 729 | 632 | 792 |  | 7,629 |  | 9.72\% |
| Volunteer Drivers | 114 | 118 | 134 | 100 | 115 | 145 | 133 | 155 | 127 | 90 | 76 |  | 1,307 |  | 0.69\% |
| Total Ridership | 124,557 | 123,289 | 109,606 | 124,066 | 127,186 | 139,339 | 128,851 | 124,085 | 109,899 | 101,919 | 110,713 | 0 | 1,323,510 |  | 12.41\% |
| FY2022 | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sept | Total - Oct Aug | $\begin{aligned} & \text { Total } \\ & \text { Annual } \end{aligned}$ | 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 | 14,647 | 90,497 | 105,144 | 94.56\% |
| 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 | 9,998 | 113,060 | 123,058 | 18.47\% |
| Eagle Senior Center | 1,024 | 1,060 | 1,132 | 918 | 936 | 1,068 | 999 | 852 | 1,028 | 851 | 1,080 | 855 | 10,948 | 11,803 | 18.73\% |
| First Mile Last Mile | 230 | 178 | 191 | 199 | 198 | 207 | 196 | 157 | 158 | 161 | 156 | 185 | 2,031 | 2,216 | -17.96\% |
| Kuna Senior Center | 194 | 183 | 265 | 246 | 264 | 430 | 274 | 205 | 78 | 114 | 150 | 233 | 2,403 | 2,636 | 52.19\% |
| Late Night | 27 | 15 | 23 | 26 | 27 | 37 | 25 | 25 | 62 | 37 | 29 | 35 | 333 | 368 | 46.03\% |
| Meridian Harvest | 1,052 | 1,026 | 1,261 | 1,173 | 1,248 | 1179 | 1,389 | 671 | 1,350 | 1,295 | 732 | 1,129 | 12,376 | 13,505 | 40.47\% |
| Meridian Rides 2 Wellness | 379 | 335 | 437 | 453 | 428 | 483 | 523 | 480 | 520 | 427 | 425 | 630 | 4,890 | 5,520 | -10.78\% |
| Meridian Senior Center | 266 | 228 | 315 | 180 | 229 | 269 | 357 | 527 | 932 | 669 | 746 | 672 | 4,718 | 5,390 | 166.44\% |
| Meridian Veterans | 2 | 10 | 12 | 2 | 4 | 8 | 12 | 8 | 17 | 0 | 2 | 21 | 77 | 98 | N/A |
| Metro (Canyon County) | 1,051 | 870 | 1,049 | 901 | 1,002 | 1,338 | 1,009 | 968 | 1,023 | 980 | 1,076 | 1,039 | 11,267 | 12,306 | 10.78\% |
| Nampa Grocery Shuttle |  |  |  |  |  |  |  | 13 | 33 | 30 | 20 | 18 | 96 | 114 | N/A |
| Parma Senior Center | 202 | 233 | 244 | 168 | 159 | 284 | 220 | 155 | 139 | 101 | 259 | 123 | 2,164 | 2,287 | 1.64\% |
| 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 | 2,570 | 25,727 | 28,297 | 24.01\% |
| 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 | 84,741 | 783,899 | 868,640 | 12.48\% |
| Public Transportation Canyon County On Demand | 2,794 | 2,819 | 2,634 | 2,591 | 2,419 | 2,754 | 2,669 | 2,642 | 2,632 | 2,464 | 3,021 | 2,886 | 29,439 | 32,325 | 14.56\% |
| Public Transportation Canyon County ACCESS | 176 | 220 | 242 | 178 | 218 | 271 | 173 | 179 | 209 | 173 | 180 | 185 | 2,219 | 2,404 | 4.34\% |
| 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 | 5,068 | 40,894 | 45,962 | 7.65\% |
| Shared Vehicle | 0 | 4 | 3 | 17 | 23 | 32 | 50 | 25 | 35 | 11 | 44 | 16 | 244 | 260 | -42.86\% |
| 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 | 1,099 | 11,723 | 12,822 | -0.99\% |
| Star Senior Center | 81 | 87 | 96 | 84 | 95 | 117 | 131 | 234 | 96 | 92 | 109 | 102 | 1,222 | 1,324 | 44.70\% |
| Treasure Valley Transit | 1,531 | 1,527 | 1,452 | 1,389 | 1,073 | 1,965 | 1,828 | 1,819 | 1,724 | 1,498 | 1,865 | 1,691 | 17,671 | 19,362 | N/A |
| Vall-eBike |  |  |  |  |  |  |  |  |  | 408 | 848 | 896 | 1,256 | 2,152 | N/A |
| Village Van | 431 | 495 | 656 | 709 | 686 | 745 | 725 | 632 | 678 | 648 | 548 | 734 | 6,953 | 7,687 | 68.91\% |
| Volunteer Drivers | 140 | 130 | 120 | 111 | 115 | 139 | 132 | 112 | 83 | 118 | 98 | 106 | 1,298 | 1,404 | -37.15\% |
| Total Ridership | 106,967 | 102,738 | 96,631 | 100,143 | 105,627 | 121,153 | 115,808 | 107,197 | 104,197 | 99,806 | 117,138 | 129,679 | 1,177,405 | 1,307,084 | 19.56\% |



Medium/Low Ridership Eagle Senior Center



## APPENDIX C: HI STORI CAL AND PROJ ECTED BUDGET DATA

Provides additional information about transportation agency budgets.

Tables 36 through 40 provide summarized information from FY2017 through FY2021 for agencies with roadway jurisdiction, as reported in the Road and Street Reports. Detailed information is available by contacting COMPASS staff at info@compassidaho.org.

Table 36: 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 | $\qquad$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| NotusParma | \$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 37: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018

|  | Beginning Balance | Total I ncome | 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 |
| NotusParma | \$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 38: 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 |  |
| $\begin{aligned} & \text { Canyon } \\ & \text { HD } \end{aligned}$ | \$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- <br> 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 39: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2020

|  | Beginning Balance | Total I ncome | 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 |
| NotusParma 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\%

Table 40: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2021

|  | Beginning Balance | Total I ncome | Total Disbursements | Receipts Over Disbursements | Adjustments | 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 |  |
| $\begin{aligned} & \text { Canyon } \\ & \text { HD } \end{aligned}$ | \$7,209,915 | \$11,345,533 | \$8,377,096 | \$2,968,437 | \$120,971 | \$10,299,323 | \$9,799,323 | \$500,000 |
| Golden Gate HD | \$2,376,766 | \$3,313,885 | \$2,714,896 | \$598,989 |  | \$2,975,755 | \$2,751,755 | \$224,000 |
| Nampa HD | \$11,828,031 | \$15,837,670 | \$16,083,750 | -\$246,080 |  | \$11,581,951 | \$7,154,673 | \$4,427,279 |
| NotusParma HD | \$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.
Breakout of disbursements:

- Construction - 6.90\%
- Reconstruction/General Maintenance - 47.44\%
- Equipment - 9.22\%
- Administration - 7.61\%
- Other (property acquisition, design, etc.) - 28.84\%

Tables 41 through 45 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 to balance their budgets in the future. Including budget reports during the pandemic may provide uncertain projection results for the future.

Table 41: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022

|  |  | Total I ncome | Total Disbursements | Receipts Over Disbursements |
| :---: | :---: | :---: | :---: | :---: |
|  | ACHD | \$151,412,750 | \$129,678,303 | \$21,734,447 |
|  | Canyon | \$12,356,272 | \$8,974,499 | \$3,381,773 |
|  | Golden Gate | \$3,635,993 | \$2,865,110 | \$770,882 |
|  | Nampa | \$17,160,674 | \$18,315,193 | $(\$ 1,154,519)$ |
|  | Notus-Parma | \$3,083,646.67 | \$1,878,603.41 | \$1,205,043 |
|  | Caldwell | \$10,323,599.47 | \$6,162,690.29 | \$4,160,909 |
|  | Greenleaf | \$104,436.52 | \$56,408.44 | \$48,028 |
|  | Melba | \$73,415.41 | \$78,581.22 | $(\$ 5,166)$ |
|  | Middleton | \$3,795,210.64 | \$2,259,995.41 | \$1,535,215 |
|  | Nampa | \$36,654,088.66 | \$8,741,607.99 | \$27,912,481 |
|  | Notus | \$87,889.55 | \$42,153.75 | \$45,736 |
|  | Parma | \$223,925.10 | \$216,658.86 | \$7,266 |
|  | Wilder | \$169,496.13 | \$187,002.68 | $(\$ 17,507)$ |
|  | Total | \$239,081,397 | \$179,456,808 | \$59,624,589 |

Table 42: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023

|  |  | Total Income | Total Disbursements | Receipts Over Disbursements |
| :---: | :---: | :---: | :---: | :---: |
|  | ACHD | \$160,941,872.15 | \$138,209,428 | \$22,732,444 |
|  | Canyon | \$13,457,054.34 | \$9,614,506 | \$3,842,549 |
|  | Golden Gate | \$3,989,409.42 | \$3,023,636 | \$965,773 |
|  | Nampa | \$18,594,195.23 | \$20,856,225 | $(\$ 2,262,029)$ |
|  | Notus-Parma | \$3,359,860.92 | \$1,891,445 | \$1,468,416 |
| $\begin{aligned} & \boldsymbol{y} \\ & \vdots \end{aligned}$ | Caldwell | \$10,796,321.29 | \$5,982,151 | \$4,814,170 |
|  | Greenleaf | \$130,589.75 | \$66,612 | \$63,978 |
|  | Melba | \$76,779.19 | \$98,786 | $(\$ 22,007)$ |
|  | Middleton | \$4,433,158.27 | \$2,410,195 | \$2,022,963 |
|  | Nampa | \$46,255,243.45 | \$8,980,281 | \$37,274,962 |
|  | Notus | \$135,243.60 | \$94,078 | \$41,166 |
|  | Parma | \$220,655.64 | \$240,104 | $(\$ 19,448)$ |
|  | Wilder | \$167,166.71 | \$201,183 | $(\$ 34,016)$ |
|  | Total | \$262,557,550 | \$191,668,630 | \$70,888,920 |

Table 43: Projected - Income Minus Disbursements for Agencies with Roadway J urisdiction, FY2024

|  |  | Total I ncome | Total Disbursements | Receipts Over Disbursements |
| :---: | :---: | :---: | :---: | :---: |
|  | ACHD | \$171,070,706.90 | \$147,301,789 | \$23,768,918 |
|  | Canyon | \$14,655,902.17 | \$10,300,153 | \$4,355,749 |
|  | Golden Gate | \$4,377,177.89 | \$3,190,933 | \$1,186,245 |
|  | Nampa | \$20,147,466.16 | \$23,749,796 | $(\$ 3,602,330)$ |
|  | Notus-Parma | \$3,660,816.76 | \$1,904,374 | \$1,756,442 |
|  | Caldwell | \$11,290,689 | \$5,806,901 | \$5,483,788 |
|  | Greenleaf | \$163,292 | \$78,661 | \$84,632 |
|  | Melba | \$80,297 | \$124,186 | $(\$ 43,889)$ |
|  | Middleton | \$5,178,340 | \$2,570,377 | \$2,607,963 |
|  | Nampa | \$58,371,320 | \$9,225,471 | \$49,145,849 |
|  | Notus | \$208,112 | \$209,960 | $(\$ 1,848)$ |
|  | Parma | \$217,434 | \$266,086 | $(\$ 48,652)$ |
|  | Wilder | \$164,869 | \$216,438 | $(\$ 51,569)$ |
|  | Total | \$289,586,424 | \$204,945,126 | \$84,641,298 |

Table 44: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025

|  |  | Total Income | Total Disbursements | Receipts Over Disbursements |
| :---: | :---: | :---: | :---: | :---: |
|  | ACHD | \$181,836,997 | \$156,992,308 | \$24,844,689 |
|  | Canyon | \$15,961,552 | \$11,034,697 | \$4,926,855 |
|  | Golden Gate | \$4,802,637 | \$3,367,487 | \$1,435,151 |
|  | Nampa | \$21,830,490 | \$27,044,819 | $(\$ 5,214,329)$ |
|  | Notus-Parma | \$3,988,730 | \$1,917,392 | \$2,071,338 |
| $\begin{aligned} & \text { y } \\ & \frac{1}{4} \end{aligned}$ | Caldwell | \$11,807,694 | \$5,636,785 | \$6,170,909 |
|  | Greenleaf | \$204,184 | \$92,889 | \$111,295 |
|  | Melba | \$83,976 | \$156,116 | $(\$ 72,140)$ |
|  | Middleton | \$6,048,782 | \$2,741,205 | \$3,307,578 |
|  | Nampa | \$73,661,076 | \$9,477,355 | \$64,183,721 |
|  | Notus | \$320,240 | \$468,583 | $(\$ 148,343)$ |
|  | Parma | \$214,259 | \$294,880 | (\$80,621) |
|  | Wilder | \$162,603 | \$232,850 | $(\$ 70,247)$ |
|  | Total | \$320,923,223 | \$219,457,367 | \$101,465,856 |

Table 45: Projected - Income Minus Disbursements for Agencies with Roadway J urisdiction, FY2026

|  |  | Total I ncome | Total Disbursements | Receipts Over Disbursements |
| :---: | :---: | :---: | :---: | :---: |
|  | ACHD | \$193,280,861 | \$167,320,335 | \$25,960,526 |
|  | Canyon | \$17,383,518 | \$11,821,624 | \$5,561,893 |
|  | Golden Gate | \$5,269,451 | \$3,553,809 | \$1,715,642 |
|  | Nampa | \$23,654,106 | \$30,796,989 | $(\$ 7,142,884)$ |
|  | Notus-Parma | \$4,346,017 | \$1,930,499 | \$2,415,518 |
| $\frac{\boldsymbol{U}}{ \pm}$ | Caldwell | \$12,348,374 | \$5,471,653 | \$6,876,721 |
|  | Greenleaf | \$255,317 | \$109,691 | \$145,625 |
|  | Melba | \$87,824 | \$196,256 | $(\$ 108,433)$ |
|  | Middleton | \$7,065,539 | \$2,923,385 | \$4,142,153 |
|  | Nampa | \$92,955,824 | \$9,736,117 | \$83,219,707 |
|  | Notus | \$492,782 | \$1,045,772 | $(\$ 552,990)$ |
|  | Parma | \$211,131 | \$326,790 | $(\$ 115,659)$ |
|  | Wilder | \$160,369 | \$250,507 | $(\$ 90,138)$ |
|  | Total | \$357,511,111 | \$235,483,428 | \$122,027,683 |

Table 46 provides historical budgets for VRT.
Table 46: VRT Actual Revenues, Expenses, and Changes in Net Position, FY2018-2022

| Fiscal <br> Year | Beginning <br> Net Position | Total <br> Revenues | Total <br> Expenses | Ending Net <br> Position |
| :---: | :---: | :---: | :---: | :---: |
| 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 | $\$ 29,984,726$ | $\$ 25,400,249$ | $\$ 21,247,109$ | $\$ 34,137,866$ |
| 2022 | $\$ 34,137,866$ | $\$ 28,177,389$ | $\$ 24,277,974$ | $\$ 38,037,281$ |

Source: Valley Regional Transit Financial Statements FY2018-2022.
Table 47 includes inflationary factors for the overall budget projections from FY2024-2027 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 to maintain current service levels. Revenues vary based on the timing of competitive grant funding.

Table 47: 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 |
| Federal Revenues | 9,182,431 | 8,238,036 | 7,935,544 | 8,115,672 | 8,642,459 | 42,114,142 |
| Local Revenues | 9,942,457 | 9,963,535 | 10,171,048 | 10,431,838 | 11,195,498 | 51,704,376 |
| Directly Generated Revenues | 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 |
| Federal Revenues | 12,743,691 | 17,449,459 | 7,290,883 | 4,385,380 | 3,901,489 | 45,770,903 |
| Local Revenues | 1,806,126 | 4,328,547 | 1,619,136 | 956,520 | 697,898 | 9,408,227 |
| Directly Generated Revenues | - | - |  |  |  |  |
| Mobility Programs Expenses | 1,101,925 | 1,129,473 | 1,157,710 | 1,186,653 | 1,216,319 | 5,792,080 |
| Federal Revenues | 193,649 | 193,649 | 193,649 | 193,649 | 193,649 | 968,245 |
| Local Revenues | 538,276 | 555,224 | 572,556 | 590,278 | 608,401 | 2,864,736 |
| Directly Generated Revenues | 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 |
| Federal Revenues | 2,553,839 | 2,293,567 | 2,354,785 | 2,417,530 | 2,481,839 | 12,101,560 |
| Local Revenues | 2,631,961 | 2,611,760 | 2,673,054 | 2,735,880 | 2,800,277 | 13,452,930 |
| Directly Generated Revenues | 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 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 a historical average, rather they are based on specific projects.

VRT is in the process of updating the TDP, with an expected approval date by November 2023. Therefore, new information was not available for this report. Projections for FY2024 are provided below (Table 48):

Table 48: Projected - VRT Revenues and Expenses, FY2024

| Type | FY2024 |
| ---: | ---: |
| Service Operations Expenses |  |
| Federal Revenues | $\mathbf{\$ 8 , 5 0 5 , 8 6 0 . 4 2}$ |
| Local Revenues | $\mathbf{\$ 9 , 5 9 1 , 2 3 8 . 9 6}$ |
| Directly Generated Revenues | $\mathbf{\$ 1 , 0 6 4 , 2 6 3 . 0 0}$ |
| Capital Expenses |  |
| Federal Revenues | $\mathbf{\$ 7 , 2 5 0 , 9 1 5 . 0 0}$ |
| Local Revenues | $\mathbf{\$ 1 , 3 7 3 , 5 8 5 . 0 0}$ |
| Mobility Programs Expenses |  |
| Federal Revenues | $\mathbf{\$ 1 9 0 , 5 0 0 . 1 8}$ |
| Local Revenues | $\mathbf{\$ 1 2 4 , 2 5 9 . 0 0}$ |
| Directly Generated Revenues | $\mathbf{\$ 1 4 4 , 7 8 2 . 0 7}$ |
| Regional Overhead Expenses |  |
| Federal Revenues | $\mathbf{\$ 2 , 6 5 1 , 5 0 1 . 6 3}$ |
| Local Revenues | $\mathbf{\$ 2 , 8 4 0 , 6 5 0 . 3 9}$ |
| $\mathbf{\$ 4 7 5 , 5 8 3 . 3 1}$ |  |
| Directly Generated Revenues | $\mathbf{\$ 3 4 , 2 1 3 , 1 3 8 . 9 6}$ |
| Total |  |

## APPENDIX D: PRIOR YEAR PROJ ECTS

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

| Key No. | Location D | Dist. Year |  | Sponsor | Project Status | Lifetime Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 7827 | SH 44, CORRIDOR STUDY, STAR RD TO WEST STATE STREE | 3 | 2023 Federal-Aid, State Highway System | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 5,555,933.00 |
| The SH-44; CORRIDOR STUDY, STAR RD TO WEST STATE STREET project located in Ada County will study and environmentally clear this corridor which will allow future improvements, including bicycle and pedestrian facilities, to be made. |  |  |  |  |  |  |
| 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) | Project Closed | 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 |
| 9973 | SH 19, OR ST LN TO CALDWELL, CORRIDOR PLAN | 3 | 2008 Federal-Aid, Local Road System | STATE OF IDAHO (ITD) | Project Closed | 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 UNIVERSIT | 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 | ect Closed | 469,000.00 |
| 11588 | US 20, BROADWAY BR, BOISE | 3 | 2015Federal-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.) | 5,715,062.09 |
| 12048 | STC-3016, S CEMETERY RD; SH 44 TO WILLOW CR, MIDDLET | 3 | 2021Federal-Aid, Local Road System | MIDDLETON | Awarded (or equiv.) | 4,726,359.00 |
| 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, RRXing 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 | Project Closed | 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 | 3,425,953.71 |
| 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 | 792,612.00 |
| 13025 | SH 55, INT MIDWAY RD, NR NAMPA |  | 2017 State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 2,930,089.00 |
| 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. |  |  |  |  |  |  |
| 10/25/2023 2:23:24 PM Idaho Transp |  | portation Department - Financial Planning \& Analysis |  |  | $\text { PQ3e } 1 \text { of } 10$ |  |

## Projects in Prior STIPs

With No Final Voucher or Equivalent
SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

 funded by the developer.

 sidewalks.

 accessibility for people with disabilities at intersections, and replacing two failing culverts.

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.

 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 | Project Closed | 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.) | 13,024,274.00 |
| 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. |  |  |  |  |  |  |
| 13487 | NHS-8213, MIDDLETON \& USTICK ROUNDABOUT, CALDWELL | 3 | 2023 Federal-Aid, Local Road System | CALDWELL | Awarded (or equiv.) | 953,000.00 |
| This project will construct a roundabout to help traffic flow and congestion at the Middleton Rd. and Ustick Rd. intersection in the City of Caldwell. |  |  |  |  |  |  |
| 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.) | 4,940,275.00 |
| 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 | 2013Federal-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. |  |  |  |  |  |  |
| 13511 | LOCAL, FY16 CAPITAL MAINTENANCE, VRT, BOISE | 3 | 2016 Federal-Aid, Local Road System | VALLEY REGIONAL TRANSIT | Awarded (or equiv.) | 1,368,906.00 |

## Projects in Prior STIPs

With No Final Voucher or Equivalent
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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 13902 | LOCAL, FY17 CAPITAL MAINTENANCE, VRT, BOISE | 320 | 7 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 |  | Federal-Aid, Local Road System | ADA COUNTY HD | Project Closed | 6,190,195.00 |


 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 Project Closed | 328,000.00 |

 Safe Routes to
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 | 53,500.0 |
| Provides for Americans with Disabilities Act (ADA) ramp improvements at eight locations on I-84B (Garrity Boulevard) in Nampa. |  |  |  |  |  |  |
| 13964 | STC-3798, PECKHAM RD, GOLDEN GATE HD | 3 | 2023Federal-Aid, Local Road System | GOLDEN GATE HD | PS\&E (or equiv.) | 746,269.85 |

 within the city limits.

 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |



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


Completes the SH-55 (Eagle Road) corridor with adaptive signals in order to help address heavy volumes of traffic.

 eight-foot pathway will also be construct

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.

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.

## Projects in Prior STIPs

With No Final Voucher or Equivalent
SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES


## Projects in Prior STIPs

With No Final Voucher or Equivalent
SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| Key No | Location D | Dist. Yea | ar Major Program | Sponsor | Project Status | Lifetime Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 19814 | I 84, KARCHER IC, NAMPA | 32 | 2017 State Funded Program | STATE OF IDAHO (ITD) | Project Closed | 3,352,791.1 |
| The I-84; KARCHER INTERCHANGE IMPROVMENTS 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 | 32 | 2020 Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 548,839. |
| Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. |  |  |  |  |  |  |
| 19875 | SMA-9773, N LINDER RD BVRR RRX, MERIDIAN | 32 | 2020 Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 602,000.00 |
| 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 | 32 | 2020 Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 1,475,333. |
| Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. |  |  |  |  |  |  |
| 19920 | LOCAL, FY22 COMPASS PLANNING | 32 | 2022 Federal-Aid, Local Road System | COMPASS | Development | 331,000 |
| This project will assist COMPASS in meeting federal transportation planning responsibilities. |  |  |  |  |  |  |
| 19993 | SMA-3783, FY23 ROADWAY \& ADA IMPROVEMENTS, PT 2, BOI | I 32 | 2022 Federal-Aid, Local Road System | A COUNTY HD | E (or equiv.) | 1,640,910. |
| 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 | 32 | 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 | 32 | 2019 Federal-Aid, Local Road System | ADA COUNTY HD | close | 2,303,300 |
| 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 | 32 | 2019 Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 331,0 |
| Replace vans used in the Commuteride system in FY2019 in the Boise Urbanized Area. |  |  |  |  |  |  |
| 20060 | I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL | 32 | 2021 Federal-Aid, State Highway Sy | STATE OF IDAHO (ITD) | Project Closed | 1,3 |
| 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 | 32 | 2019 Federal-Aid, Local Road System | CALDWELL | Project Closed | 492,651 |
| 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 | 32 | 2019 Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 771,229 |
| 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 | 32 | 2018 Federal-Aid, Local Road System | BOISE STATE UNIVERS | Project Closed | 3,361.0 |
| Construct a secured bike parking area for public access on the edge of the Boise State University campus. |  |  |  |  |  |  |
| 20122 | STC-7133, FY22 PAVEMENT PRESERVATION AND ADA, PH 2, B | B 3 | 2023Federal-Aid, Local Road System | ADA COUNTY HD | PS\&E (or equiv.) | 243,000. |
| 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. Segment: Collister Drive, Quality Ridge Drive to North Deadend. |  |  |  |  |  |  |
| 20129 | LOCAL, FY21 CAPITAL MAINTENANCE, PH 2, ACHD | 32 | 2022 Federal-Aid, Local Road System | ADA COUNTY HD | Awarded (or equiv.) | 3,752,622.00 |
| 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 | 1 3 | 2019 Federal-Aid, Local Road System | NAMPA | Project Closed | 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
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 | 320 | Federal-Aid, Local Road System | KUNA | Awarded (or equiv.) | 2,130,494.00 |

 landscaping, decorative and functional lighting, benches, and bike racks. The project is located on SMA-7179 between mile points 0.87 and 1.015 .

 with Disabilities Act (ADA) requirements. Segment: NW 8th Street between Pine Avenue and Cherry Lane in the City of Meridian.

 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 20220 | LOCAL, FY18 COMMUTERIDE VAN REPLACEMENTS | 3 | 2018Federal-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. |  |  |  |  |  |  |
| 20227 | US 20, PHYLLIS CANAL BR, NR MERIDIAN | 3 | 2023 State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 5,062,116.00 |
| This project will replace a culvert due to age and restrictions to freight. |  |  |  |  |  |  |
| 20245 | LOCAL, FY21 \& FY22 ADA COUNTY SR2S, VRT | 3 | 2021 Federal-Aid, Local Road System | VALLEY REGIONAL TR | 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.



This project will add an additional westbound and eastbound lane to improve congestion and reduce crashes along the corridor.

 the
lighted segments.

| 20294 | LOCAL, INT COLE RD AND OVERLAND RD, BOISE | 3 | 2017 Federal-Aid, Local Road System | ADA COUNTY HD | Project Closed |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |


 Projects are funded using INFRA grant, with State funds used as tapered match.

Environmental study only; design and construction projects are split out from this key number.

 bridge will have the guardrail widened to allow wider traffic to cross.

 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
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-782 | 3 | Federal-Aid, Loc | MIDDLETON | Awarded (or equiv.) | 560,000.00 |

 reduce/eliminate serious injury crashes and fatalities. The project is located on STC-7821 at mile point 100.369.

| 20506 | SH 55, SH-44 (STATE ST) TO PAYETTE RV BR, REHABILITATIO | 3 | 2023 Federal-Aid, State Highway System STATE OF IDAHO (ITD) | PS\&E (or equiv.) | ,000.00 |
| :---: | :---: | :---: | :---: | :---: | :---: |

This project will resurface the pavement to preserve the structural capacity of the existing roadway.


This project will assist the Community Planning Association of Southwest Idaho (COMPASS) in meeting federal transportation planning responsibilities.

 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 .

 small section of block retaining wall construction is anticipated.

 quality and extend the life of the pavement.

 shift traffic during the I-84 reconstruction projects.

 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.



 one single-span hybrid steel girder I-84 bridge over Northside Boulevard.

 section (3-lanes each direction plus auxiliary lanes each direction between the Karcher and Northside interchanges.

 River Greenbelt, planned pathways, and a rapidly growing residential and commercial core area in the City of Eagle.


 expansion of the Interstate below. Additional details will be available on ACHD's and ITD's website soon.


 (14305).

## Projects in Prior STIPs

With No Final Voucher or Equivalent
SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

| Key No. | Location | Dist. |  | Major Program | Sponsor | Project Status | Lifetime Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 21858 | US 20, SH 16 TO LINDER RD, ADA COUNTY |  | 3202 | State Funded Program | PRIVATE | Development | 24,810,675.00 |





21864 US 20, SH-16 TO TREE FARM WAY (PH2)
32019 State Funded Program PRIVATE
Project Closed
197.82

 Revenue.

 corridor.

| 21913 | LOCAL, BSU COVERED BIKE FACILITY | 3 | 2019 Federal-Aid, Local Road System | BOISE STATE UNIVERSITY | Project Closed | 4,878.90 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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.) | 1,204,903.00 |
| 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. |  |  |  |  |  |  |
| 22015 | LOCAL, FY23 ACHD COMMUTERIDE | 3 | 2023 Federal-Aid, Local Road System | ADA COUNTY HD | Development | 55,000.00 |
| This project will continue to improve and market the rideshare program while coordinating and operating the multi-county vanpool program. |  |  |  |  |  |  |
| 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 | 2020Federal-Aid, Local Road System | VALLEY REGIONAL TRANS | 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 | 2021Federal-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. |  |  |  |  |  |  |
| 22050 | LOCAL, STODDARD PATH EXT PH 1, NAMPA |  | 2020Federal-Aid, Local Road System | NAMPA | Project Closed | 532,783.00 |


neighborhoods to parks and schools in southeast Nampa. This extension would add approximately $1 / 2$ - mile to the paved trail starting at lowa Avenue and ending at Amity Avenue.


 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 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |





 current Association of Canyon County Highway District (ACCHD) standards.

## Projects in Prior STIPs

With No Final Voucher or Equivalent
SUBJECT TO REVISION DUE TO REASONS SUCH AS FUNDING, OBLIGATION LIMITATION, PROJECT SCOPE, COST, AND POLICY/REGULATION/RULE CHANGES

 connections to I 84 on Northside Blvd.

 the I-84 reconstruction projects.

 excavation to improve sight.

 has determined that one of the girders must be completely replaced.

 the quantity and severity of pedestrian/bicycle crashes involving vehicles. This RSA will support continued growth and interest of the City by improving safety for all roadway users.

Complete resurface: concrete planking, ballast, ties, rails. Split cost with RR.

## 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 | ar Major Program | Sponsor | Project Status | Lifetime Cost |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 23410 | SH 16, I 84 TO FRANKLIN RD, ADA \& CANYON COS | 3202 | 2023 State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 48,621,481.00 |
| This project will construct improvements on SH-16 from I-84 to Franklin road, including a new interchange across I-84 with on and off ramps from I-84 to Franklin Road and on to SH-16. |  |  |  |  |  |  |
| 23455 | I 84, ROBINSON ROAD OVERPASS REPAIR | 3202 | 2022 State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 200,000.00 |
|  |  |  |  |  |  |  |
| 23457 | I 184, ORCHARD ST OVERPASS REPAIR | 3202 | 2022 State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 70,985.0 |
| Heavy equipment on a trailer was not properly lowered and hit the girders causing damage that now requires repair. |  |  |  |  |  |  |
| 23708 | I 84, FY23 D3 INTERSTATE STRIPING | 3202 | 2023State Funded Program | STATE OF IDAHO (ITD) | Awarded (or equiv.) | 559,480.00 |

## APPENDIX E: LI ST OF PROJ ECTS

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).

## Detailed Project List (All Values in Thousands of Dollars) <br> All costs in year-of-expenditure dollars

10th Avenue ITS and Overlay, Caldwell

Regionally Significant:
Key \#: 13905
Requesting Agency: City of Caldwell
Project Year: 2026
Total Previous Allocations: \$295
Total Programmed Budget: \$2,747
Total Cost (Prev. + Prog.): \$3,042
Project Description
TIP Achievement:
Active Transportation
System Performance
NHS-LOTTR
Safety
Asset Management

COMPASS
C\&MMUNITY PLANNING ASSOCIATION at Gositimest steno

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.


## and Street South, Safety Improvements, Nampa

Regionally Significant: $\qquad$ $\checkmark$ Inflated
TIP Achievement:
Active Transportation
Requesting Agency: City of Nampa
Project Year: 2026
Total Previous Allocations: \$649
Total Programmed Budget: \$1,421
Total Cost (Prev. + Prog.): \$2,070

## Project Description



Install 19 high efficiency roadway street lights along ind 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.


Access to Opportunity, Boise and Garden City
Regionally Significant: $\square$ Inflated
TIP Achievement:
Active Transportation
Asset Management
Safety
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 lowstress, 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 S | urce RAISE |  | Program Hwy - Discretionary |  |  |  |  | Local Match 22.24\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 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, Permanent Automated Counters, Boise, COMPASS

Regionally Significant: $\qquad$ Inflated TIP Achievement:
Active Transportation
Key \#: 23313
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 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 | 8 | 8 | 7 | 1 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 7 | 1 |

## Capital Maintenance, Phase 1, Boise Area - FY2021

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \#: 18701
Requesting Agency: ACHD
Project Year: 2021
Total Previous Allocations: \$5,753
Total Programmed Budget: \$209
Total Cost (Prev. + Prog.): \$5,962

## 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 Gown Road.


## Centennial Way Roundabout, Caldwell

Regionally Significant:Inflated

## TIP Achievement:

System Performance
Requesting Agency: City of Caldwell
NHS-LOTTR
Safety
Project Year: 2026
Total Previous Allocations: \$428
Total Programmed Budget: \$4,009
Total Cost (Prev. + Prog.): \$4,437

## 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.


Cherry Lane, 11th Avenue North to Idaho Center Boulevard, Nampa
Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 22438
Requesting Agency: City of Nampa
Open Space
Health
Project Year: PD
Total Previous Allocations: \$563
Total Programmed Budget: \$1,952
Total Cost (Prev. + Prog.): \$2,515
Project Description

Safety
Active Transportation
Asset Management


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 S | urce STBG |  |  | ram | cal Hwy - Urb |  |  | cal Match | 4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 0 | 0 | 0 | 0 | 228 | 1,724 | 1,952 | 1,809 | 143 |
| Fund Totals: | 0 | 0 | 0 | 0 | 228 | 1,724 | 1,952 | 1,809 | 143 |

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

Regionally Significant: $\qquad$ Inflated TIP Achievement:
Open Space
Health
Safety
Active Transportation
Asset Management


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 | rce STBG |  |  | ram | Hel - Urb |  |  | ocal Match | 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 | 356 | 1,374 | 1,730 | 1,603 | 127 |
| Fund Totals: | 0 | 0 | 0 | 0 | 356 | 1,374 | 1,730 | 1,603 | 127 |

Regionally Significant: $\square$ Inflated
TIP Achievement:
Public Transportation
Key \# : 22436
Requesting Agency: ACHD
Project Year: 2024
Total Previous Allocations: \$0
Total Programmed Budget: \$275
Total Cost (Prev. + Prog.): \$275

## Project Description

Continue and improve coordination and marketing efforts in support of the ACHD Commuteride vanpool program. Commuteride is a thirdparty 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.


## Commuteride, ACHD - FY2025/FY2026

Regionally Significant:
Key \# : 22386
Requesting Agency: ACHD
Project Year: 2025-2026
Total Previous Allocations: \$0
Total Programmed Budget: \$336
Total Cost (Prev. + Prog.): \$336

## Project Description

TIP Achievement:
Public Transportation

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.


## Commuteride, ACHD - FY 2026

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 22738
Public Transportation
Requesting Agency: ACHD
Project Year: 2026
Total Previous Allocations: \$0
Total Programmed Budget: \$229
Total Cost (Prev. + Prog.): \$229

## 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.


## Commuteride, ACHD - FY2027

Regionally Significant: $\qquad$ Inflated

## TIP Achievement:

Key \# : 23328
Public Transportation

ACHD
COMMUTERIDE

Requesting Agency: ACHD
Project Year: 2027
Total Previous Allocations: \$0
Total Programmed Budget: \$291
Total Cost (Prev. + Prog.): \$291
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.


## Commuteride, ACHD - FY2028

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 23679
Public Transportation
Requesting Agency: ACHD
Project Year: 2028
Total Previous Allocations: \$0
Total Programmed Budget: \$298
Total Cost (Prev. + Prog.): \$298

## 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 | ure STBG- | MA |  | ram Loca | cal Hwy - Tr | sportation | ment | ocal 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 | 238 | 238 | 238 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 238 | 238 | 238 | 0 |
| Funding | urce STBG |  | Pro | gram Local | cal Hwy - Urb |  |  | cal 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 | 60 | 60 | 60 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 60 | 0 |

## Commuteride, ACHD - FY2029

Regionally Significant:Inflated

## TIP Achievement:

Key \# : 23680
Public Transportation
Requesting Agency: ACHD
Project Year: 2029
Total Previous Allocations: $\$ 0$
Total Programmed Budget: \$243
Total Cost (Prev. + Prog.): \$243

## 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 S | ce STBG | A |  | ram L | al Hwy - Tra | portation M | ent | ocal Match | 0\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 | 243 | 243 | 243 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 243 | 243 | 243 | 0 |

## Commuteride, ACHD - FY2030

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 24215
Public Transportation
Requesting Agency: ACHD
Project Year: 2030
Total Previous Allocations: \$0
Total Programmed Budget: \$220
Total Cost (Prev. + Prog.): \$220

## Project Description

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

| Funding S | rce STBG- | MA |  | ram L | cal Hwy - Tr | portation M | ent | al Match | \% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2030 | 0 | 0 | 0 | 0 | 0 | 220 | 220 | 220 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 220 | 220 | 220 | 0 |

## Eagle Road, Lake Hazel Road to Amity Road, Meridian

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \# : RD216-04
Requesting Agency: ACHD
Project Year: 2024
Total Previous Allocations: \$610
Total Programmed Budget: \$5,260
Health
Safety
Active Transportation
System Performance
Total Cost (Prev. + Prog.): \$5,870
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 | ce Loca | gionally | ificant) Progr | ram | y - Local P | erships |  | cal Match 100 | 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 | 130 | 65 | 5,065 | 5,260 | 0 | 5,260 |
| Fund Totals: | 0 | 0 | 0 | 130 | 65 | 5,065 | 5,260 | 0 | 5,260 |

Emerald Street, Camelot Drive to Raymond Street and Bridge Replacement, Bois
Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Active Transportation
Asset Management
Key \# : 24383
Requesting Agency: ACHD
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$9,050
Total Cost (Prev. + Prog.): \$9,050

## 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 S | urce Local | articipating | 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 | 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 |

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

Regionally Significant:$\square$ Inflated
TIP Achievement:
NHS-LOTTR
Open Space
Health
Safety
Active Transportation
Requesting Agency: ACHD
Project Year: 2025
Total Previous Allocations: \$600
Total Programmed Budget: \$4,190
Total Cost (Prev. + Prog.): \$4,790
Project Description


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

| Funding S | ce Local | egionally S | ificant) Prog | am | wy - Local Pa | erships |  | ocal Match 100 | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 80 | 0 | 40 | 4,070 | 4,190 | 0 | 4,190 |
| Fund Totals: | 0 | 0 | 80 | 0 | 40 | 4,070 | 4,190 | 0 | 4,190 |

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

Regionally Significant:
Inflated
TIP Achievement:
Key \# : 24382
Requesting Agency: City of Boise
Active Transportation

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. Work will occur between North Garden Street and 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.

| Funding S | ce Local | rticipating | 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 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| 2025 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 200 |
| 2026 | 2 | 490 | 0 | 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: | 402 | 700 | 0 | 0 | 0 | 7,500 | 8,602 | 0 | 8,602 |

## Five Mile Road Overpass and Widening, Boise

Regionally Significant:

## Inflated

## TIP Achievement:

Key \# : 23095
Requesting Agency: ACHD

Bridge
Health
Safety
Active Transportation


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 S | urce 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 |
| 2024 | 200 | 400 | 0 | 0 | 0 | 0 | 600 | 0 | 600 |
| 2029 | 0 | 0 | 0 | 0 | 800 | 8,000 | 8,800 | 0 | 8,800 |
| Fund Totals: | 200 | 400 | 0 | 0 | 800 | 8,000 | 9,400 | 0 | 9,400 |
| Funding S | urce TAP-T |  | Pro | gram | ocal Hwy - Tra | sportation Al | tives | cal Match | 4\% |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 27 | 0 | 0 | 0 | 27 | 25 | 2 |
| 2026 | 0 | 0 | 27 | 0 | 0 | 0 | 27 | 25 | 2 |
| 2027 | 0 | 0 | 162 | 0 | 0 | 0 | 162 | 150 | 12 |
| Fund Totals: | 0 | 0 | 216 | 0 | 0 | 0 | 216 | 200 | 16 |


| Funding | rce Local | articipating | 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 | 196 | 0 | 0 | 0 | 196 | 0 | 196 |
| PD | 0 | 0 | 0 | 232 | 849 | 17,064 | 18,145 | 0 | 18,145 |
| Fund Totals: | 0 | 0 | 196 | 232 | 849 | 17,064 | 18,341 | 0 | 18,341 |


| 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 | 73 | 0 | 0 | 0 | 73 | 68 | 5 |
| 2026 | 0 | 0 | 595 | 0 | 0 | 0 | 595 | 551 | 44 |
| Fund Totals: | 0 | 0 | 668 | 0 | 0 | 0 | 668 | 619 | 49 |


| Source AC (Local) |  |  | Program Advanced Construction |  |  |  |  | Local Match 100.00\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 0 | 162 | 0 | 0 | 0 | 162 | 0 | 162 |
| 2027 | 0 | 0 | -162 | 0 | 0 | 0 | -162 | 0 | -162 |
| Fund <br> Totals: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| Funding | rce CRP-T |  |  | gram | cal Hwy - Tra | sportation M | ment | ocal Match | 4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 0 | 1,330 | 0 | 0 | 0 |  |  |  |
| Fund Totals: | 0 | 0 | 1,330 | 0 | 0 | 0 |  |  |  |

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

Regionally Significant: $\qquad$Inflated
Key \# : 22103
Requesting Agency: City of Nampa
Project Year: 2030
Total Previous Allocations: \$1,119
Total Programmed Budget: \$9,497
Total Cost (Prev. + Prog.): \$10,616

## Project Description

## TIP Achievement:

System Performance
Freight Movement
Safety


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 $1 / 4$ 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 | ce Freigh |  |  | ram | te Hwy - Fre |  |  | cal Match 7. | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 90 | 1,077 | 0 | 0 | 0 | 0 | 1,167 | 1,081 | 86 |
| 2030 | 0 | 0 | 0 | 0 | 839 | 7,491 | 8,330 | 7,719 | 611 |
| Fund Totals: | 90 | 1,077 | 0 | 0 | 839 | 7,491 | 9,497 | 8,800 | 697 |

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

Regionally Significant: $\qquad$ Inflated
Key \# : 102497
Requesting Agency: ACHD
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$6,995
Total Cost (Prev. + Prog.): \$6,995

## 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.

| Fundin | ce Local | egionally | nificant) | ram | - Local P | erships |  | ocal Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |

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

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 23324
Requesting Agency: City of Boise
Open Space
Active Transportation
Safety


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 S | rce TAP-T |  |  | ram L | cal Hwy - Tr | portation Al | tives | Local Match 7 | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 0 | 73 | 73 | 68 | 5 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 73 | 73 | 68 | 5 |
| Funding S | urce CRP-T |  |  | gram L | cal Hwy - Tra | sportation M | nent | Local Match 7 | 34\% |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 263 | 1,376 | 1,639 | 1,519 | 120 |
| Fund Totals: | 0 | 0 | 0 | 0 | 263 | 1,376 | 1,639 | 1,519 | 120 |

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

Regionally Significant:

## $\square$

Inflated
TIP Achievement:
Key \# : 19951
Requesting Agency: Canyon Highway District
Project Year: 2027
Total Previous Allocations: \$419
Total Programmed Budget: $\$ 2,575$
Total Cost (Prev. + Prog.): \$2,994
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 S | rce STBG- |  |  | ram | cal Hwy - Ru |  |  | ocal 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 | 527 | 2,048 | 2,575 | 2,386 | 189 |
| Fund Totals: | 0 | 0 | 0 | 0 | 527 | 2,048 | 2,575 | 2,386 | 189 |

## Homedale Road, Curve Improvements, Canyon Highway District

Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 22878
Safety
Requesting Agency: Canyon Highway District
Project Year: 2024
Total Previous Allocations: \$335
Total Programmed Budget: \$898
Total Cost (Prev. + Prog.): \$1,233

## 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 | ce HSIP | al) |  | ram | y Safety - Lo |  |  | cal Match | 3\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 15 | 0 | 21 | 0 | 200 | 662 | 898 | 832 | 66 |
| Fund Totals: | 15 | 0 | 21 | 0 | 200 | 662 | 898 | 832 | 66 |

## l-84 and l-184, Signage Replacement, Ada County - FY2024

Regionally Significant:

## TIP Achievement:

Key \# : 23181

## Safety

Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$0
Total Programmed Budget: \$487
Total Cost (Prev. + Prog.): \$487

## Project Description



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

| Funding Source State |  |  | Program State Highway - Safety |  |  |  |  | Local Match 100.00\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 1 | 486 | 487 | 0 | 487 |
| Fund Totals: | 0 | 0 | 0 | 0 | 1 | 486 | 487 | 0 | 487 |

l-84 and SH-44 Interchange Replacement, Canyon County
Regionally Significant:
$\checkmark$ Inflated
TIP Achievement:
Key \# : 23188
Requesting Agency: ITD
Project Year: 2029-2030
Total Previous Allocations: \$425
Total Programmed Budget: \$37,891
Total Cost (Prev. + Prog.): \$38,316
Project Description


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

| Funding Source NHPP |  |  | Program State Hwy - Bridge Restoration |  |  |  |  | Local Match 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2029 | 0 | 0 | 0 | 0 | 4,438 | 16,561 | 20,999 | 19,458 | 1,541 |
| 2030 | 0 | 0 | 0 | 0 | 0 | 16,892 | 16,892 | 15,652 | 1,240 |
| Fund Totals: | 0 | 0 | 0 | 0 | 4,438 | 33,453 | 37,891 | 35,110 | 2,781 |

## -84, Centennial Interchange to Franklin Interchange, Caldwell

Regionally Significant:
Key \# : 23437
Requesting Agency: ITD
Project Year: 2023-2025
Total Previous Allocations: \$7,950
Total Programmed Budget: \$115,049
Total Cost (Prev. + Prog.): \$122,999

## Project Description

TIP Achievement:
System Performance
Safety


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 directon and select auxiliary lanes, 10th Avenue Interchange widening and ramp improvements, and drainage improvements.

| Funding S | rce GARV | 2017 |  | gram | GARVEE | 17 Legisla | thoriz | 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 | 28,600 | 28,600 | 0 | 28,600 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 28,600 | 28,600 | 0 | 28,600 |
| Funding S | urce Local | rticipating |  | gram | y-Local Par | nerships |  | 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 | 358 | 358 | 0 | 358 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 358 | 358 | 0 | 358 |


| 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 | 2,700 | 62,000 | 64,700 | 0 | 64,700 |
| Fund Totals: | 0 | 0 | 0 | 0 | 2,700 | 62,000 | 64,700 | 0 | 64,700 |


| Funding S | urce Leadin | Idaho |  | ram | ading Idaho |  |  | cal Match 1 | 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 | 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 S | urce AC (Locrer | cal) |  | gram A | dvanced Cons | ruction |  | cal Match | 0.00\% |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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 |

## l-84, Franklin Interchange to Karcher Interchange, Widen Eastbound, Nampa

Regionally Significant: $\square$ Inflated
Key \# : 23081
Requesting Agency: ITD
Project Year: 2021-2022
Total Previous Allocations: \$44,106
Total Programmed Budget: \$2,790
Total Cost (Prev. + Prog.): \$46,896

## Project Description

## TIP Achievement:

System Performance
Bridge
Safety


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 H |  | Hwy GARVEE - 2017 Legislative |  | Authoriz <br> Total | Local Match 100.00\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction |  | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | -1,374 | 1,374 | 0 | 0 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | -1,374 | 1,374 | 0 | 0 | 0 |


| Funding S | urce TECM |  |  | ram St | te Hwy - Saf | \& Capacity | acity) | ocal 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 | 1,934 | 206 | 2,140 | 0 | 2,140 |
| Fund Totals: | 0 | 0 | 0 | 0 | 1,934 | 206 | 2,140 | 0 | 2,140 |
| Funding S | urce Leadin | Idaho |  | gram Lead | ading Idaho |  |  | ocal 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 | 650 | 650 | 0 | 650 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 650 | 650 | 0 | 650 |

## 1-84, Franklin Road Interchange to Karcher Road Interchange - West, Nampa

Regionally Significant:

## Inflated

TIP Achievement:
System Performance
Safety
Key \# : 23080
Requesting Agency: ITD
Project Year: 2021
Total Previous Allocations: \$64,110
Total Programmed Budget: \$3,229
Total Cost (Prev. + Prog.): \$67,339

## 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 (twolanes 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.


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

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Asset Management
Key \# : 20212
Pavement
Safety
Project Year: 2026
Total Previous Allocations: \$90
Total Programmed Budget: \$3,980
Total Cost (Prev. + Prog.): \$4,070

## 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.

l-84, Interchange Ramps, Ada and Canyon Counties
Regionally Significant:
Inflated
TIP Achievement:
Key \# : 23544
Requesting Agency: ITD
Project Year: 2030
Total Previous Allocations: \$0
Total Programmed Budget: \$6,493
Total Cost (Prev. + Prog.): \$6,493

## 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 S | ree STBG | ate |  | ram S | te Hwy - Pav | ent Preserva |  | cal Match 7. | 4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 107 | 195 | 0 | 0 | 0 | 0 | 302 | 280 | 22 |
| 2030 | 0 | 0 | 0 | 0 | 422 | 5,769 | 6,191 | 5,737 | 454 |
| Fund Totals: | 107 | 195 | 0 | 0 | 422 | 5,769 | 6,493 | 6,016 | 477 |

## |-84, Karcher Road Interchange, Nampa

Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 23336
Requesting Agency: ITD
Project Year: 2023-2024
Total Previous Allocations: \$8,450
Total Programmed Budget: \$20,432
Total Cost (Prev. + Prog.): \$28,882

## 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 |
| 2024 | 0 | 0 | 0 | 0 | 0 | 3,929 | 3,929 | 3,641 | 288 |
| Fund | 0 | 0 | 0 | 0 | 0 | 3,929 | 3,929 | 3,641 | 288 |


| GARVEE 2017 |  |  | Program H |  | 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 |
| 2024 | 0 | 0 | 0 | 0 | 0 | 3,745 | 3,745 | 0 | 3,745 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 3,745 | 3,745 | 0 | 3,745 |


| 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 <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 2,200 | 500 | 1,000 | 1,186 | 4,886 | 0 | 4,886 |
| Fund Totals: | 0 | 0 | 2,200 | 500 | 1,000 | 1,186 | 4,886 | 0 | 4,886 |


| 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 |

Regionally Significant: $\square$
Key \# : 23803
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$0
Total Programmed Budget: \$740
Total Cost (Prev. + Prog.): \$740
Project Description

TIP Achievement:
Safety

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


1-84, Striping - FY2025
Regionally Significant:

Inflated
TIP Achievement: Safety
Requesting Agency: ITD
Project Year: 2025
Total Previous Allocations: \$0
Total Programmed Budget: \$740
Total Cost (Prev. + Prog.): \$740
Project Description


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


## 1-84, Striping - FY2026

Regionally Significant:
Inflated

## TIP Achievement:

Key \# : 23805
Safety
Requesting Agency: ITD
Project Year: 2026
Total Previous Allocations: \$0
Total Programmed Budget: \$740
Total Cost (Prev. + Prog.): \$740
Project Description


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


## l-84, Temporary Paving Shoulder Widening, Karcher to Franklin, Nampa

Regionally Significant:
Inflated
TIP Achievement:
Key \# : 20796
Requesting Agency: ITD
Project Year:
Total Previous Allocations: \$5,666
Total Programmed Budget: \$104
Total Cost (Prev. + Prog.): \$5,770

## Project Description



Reconstruct and widen the eastbound and westbound shoulderof 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 S | rce 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 | 0 | 104 | 104 | 0 | 104 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 104 | 104 | 0 | 104 |

## -84, Ustick Road Overpass, Canyon County

Regionally Significant:
Key \# : 22619
Requesting Agency: City of Caldwell
Project Year: 2021 ITD

## TIP Achievement:

System Performance
Active Transportation

Total Previous Allocations: \$16,085
Total Programmed Budget: \$0
Total Cost (Prev. + Prog.): \$16,085


## 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 Expansion and Congestion Mitigati |  |  |  |  | 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 | 28 | 0 | 28 | 0 | 28 |
| Fund Totals: | 0 | 0 | 0 | 0 | 28 | 0 | 28 | 0 | 28 |
| 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 AC (State) |  |  | Program State Expansion and Congestion Mitigati |  |  |  |  | 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 | -28 | 0 | -28 | 0 | -28 |
| Fund Totals: | 0 | 0 | 0 | 0 | -28 | 0 | -28 | 0 | -28 |


| Funding Source AC (State) |  |  | Program State Hwy - Mobility |  |  |  |  | Local Match 100.00\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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 |

l-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa
Regionally Significant:
Key \# : 22712
Requesting Agency: ITD
Project Year: 2027
Total Previous Allocations: \$523
Total Programmed Budget: \$1,600
Total Cost (Prev. + Prog.): \$2,123

## Project Description



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

| Funding S | ce State |  |  | ram | te Hwy - Sa | \& Capacity | ) | cal Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 183 | 1,417 | 1,600 | 0 | 1,600 |
| Fund | 0 | 0 | 0 | 0 | 183 | 1,417 | 1,600 | 0 | 1,600 |

## Indiana and Orchard Shared Roadway, Canyon County

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 22602
Requesting Agency: Canyon Highway District
Project Year: 2024
Total Previous Allocations: \$888
Total Programmed Budget: \$5,041
Total Cost (Prev. + Prog.): \$5,929

## Project Description



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

| Funding | rce FLAP |  | Program Hwy - Federal Lands Access |  |  |  |  | Local Match 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 375 | 4,666 | 5,041 | 4,671 | 370 |
| Fund Totals: | 0 | 0 | 0 | 0 | 375 | 4,666 | 5,041 | 4,671 | 370 |

Lake Hazel Road, Cloverdale Road to Five Mile Road, Ada County
Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Key \# : RD207-29
Requesting Agency: ACHD
Open Space
Project Year: PD
Total Previous Allocations: \$565
Total Programmed Budget: \$4,993
Total Cost (Prev. + Prog.): \$5,558

## 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 | ce Lo | gion | cant) | am | - Local Pa | erships |  | ocal Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 0 | 0 | 0 | 194 | 299 | 4,500 | 4,993 | 0 | 4,993 |
| Fund Totals: | 0 | 0 | 0 | 194 | 299 | 4,500 | 4,993 | 0 | 4,993 |

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

Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Key \# : RD209-18
Requesting Agency: ACHD
Project Year: 2026-2027
Total Previous Allocations: \$364
Total Programmed Budget: \$12,152
Open Space
Safety
Active Transportation
System Performance
Total Cost (Prev. + Prog.): \$12,516

## 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.

| Funding | ce Local | gionally | cant) | am | y- Local P | rships |  | ocal 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 | 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 | 0 | 0 | 20 | 618 | 11,514 | 12,152 | 0 | 12,152 |

Lake Hazel Road, Five Mile Road to Maple Grove Road, Ada County
Regionally Significant:
$\square$ Inflated
TIP Achievement:
Key \# : RD207-30
Requesting Agency: ACHD
Open Space
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.

| Funding S | rce Local | egionally S | nificant) Pr | ram H | y - Local Pa | erships |  | ocal Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 416 | 5 | 0 | 0 | 0 | 421 | 0 | 421 |
| 2025 | 0 | 0 | 246 | 0 | 0 | 0 | 246 | 0 | 246 |
| PD | 0 | 0 | 0 | 60 | 62 | 5,371 | 5,493 | 0 | 5,493 |
| Fund Totals: | 0 | 416 | 251 | 60 | 62 | 5,371 | 6,160 | 0 | 6,160 |

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

Regionally Significant:
TIP Achievement:
Key \# : RD216-05
Requesting Agency: ACHD
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$4,061
Total Cost (Prev. + Prog.): \$4,061

## Project Description



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

| Funding | ce Local | gionally | ficant) | am | y-Local P | rships |  | cal Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 332 | 4 | 0 | 0 | 0 | 336 | 0 | 336 |
| PD | 0 | 0 | 60 | 0 | 0 | 3,665 | 3,725 | 0 | 3,725 |
| Fund Totals: | 0 | 332 | 64 | 0 | 0 | 3,665 | 4,061 | 0 | 4,061 |

Linder Road Overpass, Overland Road to Franklin Road, Meridian

Regionally Significant: $\qquad$ Inflated
Key \# : 24099
Requesting Agency: ACHD
Project Year: PD
City of Meridian ITD

## TIP Achievement:

System Performance
Active Transportation
Bridge
Safety


Total Previous Allocations: \$0
Total Programmed Budget: $\$ 28,466$
Total Cost (Prev. + Prog.): \$28,466

## 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 100.00\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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 100.00\% |  |  |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 165 | 2,500 | 0 | 0 | 0 | 2,665 | 0 | 2,665 |
| 2025 | 0 | 0 | 3,060 | 0 | 0 | 0 | 3,060 | 0 | 3,060 |
| PD | 0 | 0 | 0 | 293 | 234 | 12,888 | 13,415 | 0 | 13,415 |
| Fund Totals: | 0 | 165 | 5,560 | 293 | 234 | 12,888 | 19,140 | 0 | 19,140 |


| Funding | ce Loca | rticipating | 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 | 1,700 | 0 | 0 | 0 | 0 | 1,700 | 0 | 1,700 |
| Fund Totals: | 0 | 1,700 | 0 | 0 | 0 | 0 | 1,700 | 0 | 1,700 |

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

Inflated

TIP Achievement:
Key \# : RD209-28
Requesting Agency: ACHD
Project Year: 2026-2027
Total Previous Allocations: \$578
Total Programmed Budget: \$7,702
Total Cost (Prev. + Prog.): \$8,280
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 | ce Loca | gionally | ficant) | am | - Non-Par | ating |  | ocal Match 100 | 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 | 72 | 6,830 | 6,902 | 0 | 6,902 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 800 | 800 | 0 | 800 |
| Fund Totals: | 0 | 0 | 0 | 0 | 72 | 7,630 | 7,702 | 0 | 7,702 |

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

Regionally Significant:$\square$ Inflated
TIP Achievement:
Key \# : RD207-19
Requesting Agency: ACHD
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$20,907
Total Cost (Prev. + Prog.): \$20,907

## 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 S | ce Local | gionally S | ificant) Pro | ram | wy - Local Par | erships |  | ocal Match 10 | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |

## Middleton Road Realignment, Sawtooth Drive to SH-44, Middleton

Regionally Significant:
Key \# : NEW04
Requesting Agency: City of Middleton
Project Year: 2024-2025
Total Previous Allocations: \$3,184
Total Programmed Budget: \$2,600
Total Cost (Prev. + Prog.): \$5,784

## Project Description

TIP Achievement:
System Performance
Active Transportation


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 S | urce Priva | Developer |  | gram | wy - Local Par | nerships |  | ocal Match 100 | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 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 | 0 | 0 | 260 | 2,080 | 2,600 | 0 | 2,600 |

## Middleton Road, SH-55 (Karcher) to Flamingo Avenue, Nampa

Regionally Significant:
Key \# : 24229
Requesting Agency: City of Nampa
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$5,131
Total Cost (Prev. + Prog.): \$5,131

## Project Description

TIP Achievement:
System Performance
Active Transportation
Safety


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 Alternatives |  |  |  |  | Local Match 100.00\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 154 | 172 | 0 | 0 | 0 | 0 | 326 | 0 | 326 |
| PD | 0 | 0 | 0 | 0 | 0 | 1,961 | 1,961 | 0 | 1,961 |
| Fund Totals: | 154 | 172 | 0 | 0 | 0 | 1,961 | 2,287 | 0 | 2,287 |
| 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 |

Midway Road, SH-55 (Karcher Road) to l-84B (Caldwell Boulevard), Caldwell
Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 22016
Requesting Agency: Canyon Highway District
Project Year: 2027 City of Caldwell
City of Nampa
Active Transportation
Asset Management
Safety


Total Previous Allocations: \$436
Total Programmed Budget: $\$ 3,198$
Total Cost (Prev. + Prog.): \$3,634
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 S | rce STBG- |  |  | ram Lo | cal Hwy - Urb |  |  | ocal Match 7.3 | 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 | 476 | 2,722 | 3,198 | 2,963 | 235 |
| Fund Totals: | 0 | 0 | 0 | 0 | 476 | 2,722 | 3,198 | 2,963 | 235 |

## Northside Boulevard and Karcher Road, Intersection Improvements, Nampa

Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 23731
Requesting Agency: City of Nampa
System Performance
Freight Movement
Safety
Total Previous Allocations: $\$ 0$
Total Programmed Budget: \$5,566
Total Cost (Prev. + Prog.): \$5,566

## Project Description



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

| Funding S | rce Freigh |  |  | gram | ate Hwy - Fre |  |  | ocal Match 7.3 | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 408 | 643 | 0 | 0 | 0 | 1,051 | 974 | 77 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 4,515 | 4,515 | 4,184 | 331 |
| Fund | 0 | 408 | 643 | 0 | 0 | 4,515 | 5,566 | 5,157 | 409 |

## Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant:
Inflated
TIP Achievement:
Key \# : 13494
Requesting Agency: Canyon Highway District
Project Year: 2026-202y of Caldwell

Safety
Open Space
Active Transportation
System Performance


Total Programmed Budget: \$9,492
Total Cost (Prev. + Prog.): \$12,657

## 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.

| 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 |
| 2026 | 0 | 0 | 155 | 0 | 0 | 0 | 155 | 144 | 11 |
| 2027 | 0 | 0 | 0 | 0 | 916 | 6,116 | 7,032 | 6,516 | 516 |
| Fund Totals: | 0 | 0 | 155 | 0 | 916 | 6,116 | 7,187 | 6,659 | 528 |


| Funding S | ree STBG- |  |  | gram L | ocal Hwy - Urb |  |  | cal Match 7 | 3\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 174 | 0 | 0 | 0 | 174 | 161 | 13 |
| 2026 | 0 | 0 | 0 | 0 | 372 | 668 | 1,040 | 964 | 76 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,051 | 1,051 | 974 | 77 |
| Fund Totals: | 0 | 0 | 174 | 0 | 372 | 1,719 | 2,265 | 2,099 | 166 |


| 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 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 1,030 | 1,030 | 0 | 1,030 |
| 2027 | 0 | 0 | 0 | 0 | 0 | -990 | -990 | 0 | -990 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 40 | 40 | 0 | 40 |

## Orchard Street Realignment, Gowen Road to Victory Road, Boise

Regionally Significant:

```
Inflated
```

TIP Achievement:
Key \# : RD207-01
Requesting Agency: ACHD
Project Year: 2026-2027
Total Previous Allocations: \$802
Total Programmed Budget: $\$ 20,350$
Total Cost (Prev. + Prog.): \$21,152

## 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 Gower Road intersection.


## Pathway, Canyon Street Phase 1, Nampa

Regionally Significant: $\qquad$ Inflated

## TIP Achievement:

Health
Active Transportation
Safety
Key \# : 23915
Requesting Agency: City of Nampa
Project Year: 2026
Total Previous Allocations: \$0
Total Programmed Budget: \$536
Total Cost (Prev. + Prog.): \$536

## 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.


## Pathway, Canyon Street Phase 2, Nampa

Regionally Significant: $\square$
$\square$ Inflated

## TIP Achievement:

Key \# : 23917
Requesting Agency: City of Nampa
Project Year: 2026
Total Previous Allocations: \$0
Total Programmed Budget: \$345
Total Cost (Prev. + Prog.): \$345

## Project Description



Construct a 475 foot long five-foot-wide pathway along the eastern boundary of Centennial Elementary School in the City of Nampa. The project will connection with Lake Lowell Avenue will be replaced with a 10 -foot-wide pathway. The 10 -foot-wide pathway will then be extended approximately 700 feet along the eastern portion of the boundary to intersect with the alley that is an extension of South State Street.


## Pathway, Federal Way and Broadway Avenue Multi-Use Pathway, Boise

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \# : 23307
Requesting Agency: City of Boise
Project Year: 2027
Total Previous Allocations: \$269
Total Programmed Budget: \$1,268
Total Cost (Prev. + Prog.): \$1,537

## 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.


## Pathway, Greenbelt Completion, Boise State

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 22385
Requesting Agency: Boise State University
Project Year: 2026
Total Previous Allocations: \$0
Total Programmed Budget: \$1,123
Total Cost (Prev. + Prog.): \$1,123

## 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 <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2026 | 0 | 0 | 0 | 0 | 97 | 694 | 791 | 733 | 58 |
| Fund Totals: | 0 | 50 | 0 | 0 | 97 | 694 | 841 | 779 | 62 |


| Funding S | ce STBG | A |  | ram L | al Hwy - Tr | portation M | ent | cal Match 7. | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 36 | 71 | 0 | 0 | 0 | 0 | 107 | 99 | 8 |
| 2026 | 0 | 0 | 0 | 0 | 61 | 0 | 61 | 57 | 4 |
| Fund Totals: | 36 | 71 | 0 | 0 | 61 | 0 | 168 | 156 | 12 |


| Funding Source CRP-TMA |  |  | Program Local Hwy - Transportation Management |  |  |  |  | Local Match 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 0 | 0 | 0 | 0 | 114 | 114 | 106 | 8 |
| Fund | 0 | 0 | 0 | 0 | 0 | 114 | 114 | 106 | 8 |

## Pathway, Greenbelt Connection near 52nd Street, Garden City

Regionally Significant: $\square$ Inflated

TIP Achievement:
Active Transportation
Safety
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
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 | rce TAP-T |  |  | ram | al Hwy - Tra | portation A | ves | cal Match | 4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 S | rce STBG- | MA | Pr | ram | al Hwy - Tra | portation A | ives | Local Match 7 | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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 S | urce CRP-T |  | Pro | ram L | cal Hwy - Tra | portation M | ment | Local Match 7 |  |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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 |

## Pathway, Grimes City Pathway Extension, Nampa

Regionally Significant:

```
Inflated
```

TIP Achievement:
Key \# : 23025
Requesting Agency: City of Nampa
Safety
Project Year: 2024
Total Previous Allocations: \$111
Total Programmed Budget: \$1,076
Total Cost (Prev. + Prog.): \$1,187
Health
Open Space
Active Transportation


## Project Description

Extend Grimes City Pathway from McDonagh Park to Birch Elementary in the City of Nampa. Project includes $1 / 2$ mile of 12 -foot asphalt pathway, lighting, and crosswalk improvements.

| Funding S | rce CRP-L |  | 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 | 15 | 0 | 0 | 0 | 160 | 901 | 1,076 | 997 | 79 |
| Fund Totals: | 15 | 0 | 0 | 0 | 160 | 901 | 1,076 | 997 | 79 |

## Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Open Space
Active Transportation
Safety
Project Year: 2025
Total Previous Allocations: \$0

Total Programmed Budget: \$856
Total Cost (Prev. + Prog.): \$856

## 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 | ce Local | ticipating |  | ram | y-Local Pa | rships |  | ocal Match 100 | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 0 | 101 | 101 | 0 | 101 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 101 | 101 | 0 | 101 |


| Funding S | rce CRP-L |  | 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 | 91 | 0 | 0 | 0 | 0 | 118 | 109 | 9 |
| 2025 | 0 | 0 | 0 | 0 | 120 | 517 | 637 | 590 | 47 |
| Fund Totals: | 27 | 91 | 0 | 0 | 120 | 517 | 755 | 700 | 55 |

## Pathway, Orr Multi-Use City Pathway, Nampa

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 24337
Active Transportation
Requesting Agency: City of Nampa
Project Year: 2027-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$2,494
Total Cost (Prev. + Prog.): \$2,494

## 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 S | urce Non- | ticipating ( | cal) Pro | gram H | wy - Local Par | nerships |  | ocal Match 1 | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 0 | 752 | 752 | 0 | 752 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 752 | 752 | 0 | 752 |
| Funding S | urce AC (Lo |  | Pro | gram H | wy - Local Par | nerships |  | ocal Match 1 | 0.00\% |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 0 | 625 | 625 | 0 | 625 |
| 2028 | 0 | 0 | 0 | 0 | 0 | -625 | -625 | 0 | -625 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |


| Funding | rce CRP-L |  |  | gram L | cal Hwy - Urb |  |  | cal Match 7 | 3\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 52 | 350 | 0 | 0 | 0 | 0 | 402 | 372 | 30 |
| 2026 | 0 | 0 | 90 | 0 | 0 | 0 | 90 | 83 | 7 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 625 | 625 | 579 | 46 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 625 | 625 | 579 | 46 |
| Fund Totals: | 52 | 350 | 90 | 0 | 0 | 1,250 | 1,742 | 1,614 | 128 |

## Pathway, Rail with Trail, Meridian

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 13918
Requesting Agency: City of Meridian
Open Space
Project Year: 2025
Total Previous Allocations: \$195
Total Programmed Budget: \$540
Total Cost (Prev. + Prog.): \$735

## Project Description



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

| Funding S | urce TAP-T |  |  | ram | cal Hwy - Tra | sportation A | atives | ocal Match | 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 | 47 | 493 | 540 | 500 | 40 |
| Fund Totals: | 0 | 0 | 0 | 0 | 47 | 493 | 540 | 500 | 40 |
| Funding S | urce STBG- |  |  | gram | al Hwy - Tra | sportation M | men | ocal Match | 34\% |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 6 | 114 | 0 | 0 | 0 | 0 | 120 | 111 | 9 |
| Fund <br> Totals: | 6 | 114 | 0 | 0 | 0 | 0 | 120 | 111 | 9 |
| Funding S | urce AC (Lo |  |  | gram | dvanced Cons | ruction |  | ocal Match | 0.00\% |
| Cost <br> Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | -6 | -114 | 0 | 0 | 0 | 0 | -120 | 0 | -120 |
| Fund Totals: | -6 | -114 | 0 | 0 | 0 | 0 | -120 | 0 | -120 |

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

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Active Transportation
Safety
Key \# : 20542
Requesting Agency: City of Meridian
Project Year: 2028
Total Previous Allocations: \$0
Total Programmed Budget: \$627
Total Cost (Prev. + Prog.): \$627

## 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.

| 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 | 14 | 78 | 96 | 0 | 0 | 0 | 188 | 174 | 14 |
| 2028 | 0 | 0 | 0 | 0 | 37 | 402 | 439 | 407 | 32 |
| Fund Totals: | 14 | 78 | 96 | 0 | 37 | 402 | 627 | 581 | 46 |

## Pathway, SH-55 (Eagle Road), Jasmine to McMillan, West Side, Boise

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Active Transportation
Key \# : 24227
Requesting Agency: City of Boise
Project Year: PD
Total Previous Allocations: $\$ 0$
Total Programmed Budget: \$1,258
Total Cost (Prev. + Prog.): \$1,258

## Project Description



Design and construct a ten-foot wide multi-use pathway adjacent to State Highway 55 (Eagle Road) on the west side between Jasmine Lane to McMillian Road. Improvements include widening existing pathway and filling gaps where a pathway is missing. The pathway will increase the safety of bicyclists and pedestrians along the corridor.

| Funding S | rce TAP-T |  |  | gram | ocal Hwy - Tra | sportation | tives | ocal Match | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 33 | 111 | 0 | 0 | 0 | 0 | 144 | 133 | 11 |
| Fund Totals: | 33 | 111 | 0 | 0 | 0 | 0 | 144 | 133 | 11 |
| Funding S | urce CRP-T |  | Pro | gram L | ocal Hwy - Tra | sportation M | gement | cal Match |  |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 0 | 0 | 114 | 119 | 144 | 737 | 1,114 | 1,032 | 82 |
| Fund Totals: | 0 | 0 | 114 | 119 | 144 | 737 | 1,114 | 1,032 | 82 |


| Pathway, SH-55 (Eagle Road), McMillan to US 20/26 (Chinden) East Side, Boise |  |
| :--- | :--- |
| Regionally Significant: $\square$ | $\square$ |
| Key | $\square$ |
| Inflated | TIP Achievement: |
| Requesting Agency: City of Boise | Active Transportation |
| Project Year: PD | Safety |
| Total Previous Allocations: $\$ 0$ |  |
| Total Programmed Budget: $\$ 1,108$ |  |
| Total Cost (Prev. + Prog.): $\$ 1,108$ |  |

Design and construct a 10- to 12- foot detached multi-use pathway adjacent to State Highway 55 (Eagle Road) on the east side between McMillan Road and US 20/26 (Chinden Boulevard) in the City of Boise. Improvements include widening existing pathway and filling gaps where a pathway is missing. The pathway will increase the safety of bicyclists and pedestrians along the corridor.

| 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 |
| PD | 29 | 129 | 0 | 47 | 61 | 648 | 914 | 847 | 67 |
| Fund Totals: | 29 | 129 | 0 | 47 | 61 | 648 | 914 | 847 | 67 |
| Funding Source CRP-TMA |  |  | Program Local Hwy - Transportation Management |  |  |  |  | cal Match | 4\% |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 0 | 0 | 194 | 0 | 0 | 0 | 194 | 180 | 14 |
| Fund Totals: | 0 | 0 | 194 | 0 | 0 | 0 | 194 | 180 | 14 |

Pathway, SH-55 (Eagle Road), McMillan to US 20/26 (Chinden) West Side, Boise
Regionally Significant: $\square$
$\checkmark$
Key \# : 22931
Requesting Agency: City of Boise
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$1,423
Total Cost (Prev. + Prog.): \$1,423
Project Description

TIP Achievement:
Active Transportation
Safety


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 |
| PD | 183 | 0 | 0 | 0 | 0 | 0 | 183 | 170 | 13 |
| Fund Totals: | 183 | 0 | 0 | 0 | 0 | 0 | 183 | 170 | 13 |
| Funding Source STBG-TMA |  |  | Program Local Hwy - Transportation Management Local Match 7.34\% |  |  |  |  |  |  |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 0 | 0 | 0 | 0 | 0 | 102 | 102 | 95 | 7 |
| Fund <br> Totals: | 0 | 0 | 0 | 0 | 0 | 102 | 102 | 95 | 7 |
| Funding Source CRP-TMA |  |  | Program Local Hwy - Transportation Management |  |  |  |  | Local Match 7.34\% |  |
| Cost <br> Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 0 | 0 | 116 | 0 | 184 | 838 | 1,138 | 1,054 | 84 |
| Fund Totals: | 0 | 0 | 116 | 0 | 184 | 838 | 1,138 | 1,054 | 84 |

## Pavement Preservation and ADA, Local, Boise Area - FY2022

Regionally Significant: $\square$ $\qquad$ Inflated
TIP Achievement:
Active Transportation
Asset Management
Safety
Project Year: 2024
Total Previous Allocations: \$94
Total Programmed Budget: \$1,015
Total Cost (Prev. + Prog.): \$1,109

## 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) requiremen ts. This project could convert to federal-aid if funds become available. Segments include: Resseguie Street, 16th Street to 10th Street; and Fort Street, 16th Street to 15th Street.

| Funding Source STBG-TMA |  |  | Program Local Hwy - Transportation Management |  |  |  |  | Local Match 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1,015 | 1,015 | 940 | 75 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,015 | 1,015 | 940 | 75 |

## Pedestrian Crossing Safety Access, ACHD

Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Active Transportation
Key \# : 24228
Requesting Agency: ACHD
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$2,357
Total Cost (Prev. + Prog.): \$2,357

## Project Description



Build two Pedestrian Hybrid Beacons (PHB) and three Rectangular Rapid Flashing Beacons (RRFB) in Ada County at Beacon Road and Grant Avenue, Hill Road and Parkinson Road, Linder Road and Ardell Road, and Alworth Street and 50th Street.

| Funding S | rce TAP-TI |  | Pro | ram Lo | cal Hwy - Tra | sportation A | tives | ocal Match 7. | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 257 | 0 | 0 | 0 | 0 | 257 | 238 | 19 |
| 2028 | 0 | 0 | 159 | 0 | 0 | 0 | 159 | 147 | 12 |
| PD | 0 | 0 | 0 | 17 | 258 | 1,528 | 1,803 | 1,671 | 132 |
| Fund Totals: | 0 | 257 | 159 | 17 | 258 | 1,528 | 2,219 | 2,056 | 163 |
| Funding S | urce STBG- | TMA | Pro | gram Loca | cal Hwy - Tra | sportation Ma | gement | cal Match |  |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 8 | 130 | 0 | 0 | 0 | 0 | 138 | 128 | 10 |
| Fund Totals: | 8 | 130 | 0 | 0 | 0 | 0 | 138 | 128 | 10 |



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 | ce STBG- |  |  | ram | I Hwy - U |  |  | cal Match | 4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 96 | 536 | 632 | 586 | 46 |
| Fund Totals: | 0 | 0 | 0 | 0 | 96 | 536 | 632 | 586 | 46 |

Pedestrian Improvements, Stoddard Pathway, Nampa
Regionally Significant:
Inflated

TIP Achievement:
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 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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 |

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

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 20549
Requesting Agency: ACHD
Project Year: 2025
Total Previous Allocations: \$178
Total Programmed Budget: \$287
Total Cost (Prev. + Prog.): \$465

## 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 <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 52 | 235 | 287 | 266 | 21 |
| Fund Totals: | 0 | 0 | 0 | 0 | 52 | 235 | 287 | 266 | 21 |

## Pedestrian Improvements, West Park, Nampa

Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 24230
Requesting Agency: City of Nampa

Open Space
Active Transportation
Safety

Project Year: 2026
Total Previous Allocations: \$0
Total Programmed Budget: \$371
Total Cost (Prev. + Prog.): \$371

## 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.


## Pedestrian Underpass, SH-55, Caldwell

Regionally Significant:Inflated

## TIP Achievement:

Key \# : 24182
Requesting Agency: City of Caldwell
Project Year: 2030
Total Previous Allocations: \$0
Open Space
Active Transportation
Safety
Total Programmed Budget: \$2,815
Total Cost (Prev. + Prog.): \$2,815

## Project Description



Construct a pedestrian underpass at State Highway 55 in the City of Caldwell near Lake Lowell.


## Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \#: 18854
Requesting Agency: Valley Regional Transit
Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$8,178
Total Cost (Prev. + Prog.): \$8,178

## 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.

| 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 |
| 2024 | 0 | 0 | 0 | 0 | 0 | 1,838 | 1,838 | 1,470 | 368 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,585 | 1,585 | 1,268 | 317 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 1,585 | 1,585 | 1,268 | 317 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,585 | 1,585 | 1,268 | 317 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 1,585 | 1,585 | 1,268 | 317 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 8,178 | 8,178 | 6,542 | 1,636 |

## Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Key \# : 18842
Support
Requesting Agency: Valley Regional Transit
Project Year: 2024-2028
Total Previous Allocations: $\$ 0$
Total Programmed Budget: \$3,045
Total Cost (Prev. + Prog.): \$3,045

## 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 | 609 | 609 | 487 | 122 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 609 | 609 | 487 | 122 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 609 | 609 | 487 | 122 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 609 | 609 | 487 | 122 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 609 | 609 | 487 | 122 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 3,045 | 3,045 | 2,436 | 609 |

## 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: \$1,000
Total Programmed Budget: \$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.


## Planning, Communities in Motion Update, COMPASS

Regionally Significant:Inflated

## TIP Achievement:

Key \# : 24223
Active Transportation
Requesting Agency: COMPASS
Safety


Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$650
Total Cost (Prev. + Prog.): \$650

## Project Description

To support the update of the regional long-range transportation for expected horizon year 2060. The project funds only direct costs, such as consultant support, public involvement, graphics and editing, and printing requirement for an update to Communities in Motion.


## Planning, COMPASS - FY 2024

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 22108

Metropolitan Planning
Project Year: 2024
Total Previous Allocations: \$58
Total Programmed Budget: \$273
Total Cost (Prev. + Prog.): \$331
Project Description
Assist COMPASS in meeting federal transportation planning responsibilities.


## Planning, COMPASS - FY2025/FY2026

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \# : 22387

## Support

Requesting Agency: COMPASS
Project Year: 2025-2026
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.


## Planning, COMPASS - FY2026

Regionally Significant:
Inflated
TIP Achievement:
Key \# : 22800
Requesting Agency: COMPASS
Project Year: 2026
Total Previous Allocations: \$0
Total Programmed Budget: \$232
Total Cost (Prev. + Prog.): \$232

## Project Description

Metropolitan Planning

Assist COMPASS in meeting federal transportation planning responsibilities.

| STBG-TMA |  |  | Program Local Hwy - Transportation Management |  |  |  |  | Local Match 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 |
| Fund Totals: | 0 | 232 | 0 | 0 | 0 | 0 | 232 | 215 | 17 |

## Planning, COMPASS - FY2027

Regionally Significant: $\square$ 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

C OMPASS
COMMUNITY PLANNING ASSOCIATION
of Bouthwest Idaho

Metropolitan Planning

Assist COMPASS in meeting federal transportation planning responsibilities.

| Funding S | rce STBG | A |  | ram | al Hwy - Tra | portation M | ment | Local Match 7.3 | 4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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 S | urce STBG- |  |  | gram L | cal Hwy - Urb |  |  | Local Match 7.3 |  |
| 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: \$331
Total Cost (Prev. + Prog.): \$331
Project Description
Metropolitan Planning

Assist COMPASS in meeting federal transportation planning responsibilities.

| Funding | rce STBG | MA |  | ram | al Hwy - | portation M | ment | ocal Match | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> 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 |
| Funding | urce STBG |  |  | gram L | cal Hwy - Urb |  |  | ocal Match |  |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2028 | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 |
| Fund Totals: | 0 | 99 | 0 | 0 | 0 | 0 | 99 | 92 | 7 |

## 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 | ce STBG | A |  | am | al Hwy - T | sportation | me | ocal Match 7 | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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, COMPASS - FY 2030

Regionally Significant:
Inflated

TIP Achievement:
Key \# : 24216
Support
COMPASS
COMMUNITY PLANNING ASSOCIATION
Requesting Agency: COMPASS
Project Year: 2030
Total Previous Allocations: $\$ 0$
Total Programmed Budget: \$232
Total Cost (Prev. + Prog.): \$232

## Project Description

Metropolitan Planning

Assist COMPASS in meeting federal transportation planning responsibilities.


## Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2024

Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 22494
Support
Requesting Agency: COMPASS
Project Year: 2024
Total Previous Allocations: \$0
Total Programmed Budget: \$1,466
Total Cost (Prev. + Prog.): \$1,466

## Project Description

COMPASS
community planning association
of Southwest Idaho

Metropolitan Planning

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


## Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2025

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 22998
Support

Metropolitan Planning
Project Year: 2025
Total Previous Allocations: \$0
Total Programmed Budget: \$1,495
Total Cost (Prev. + Prog.): \$1,495
Project Description
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration.


## Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2026

Regionally Significant: $\qquad$ Inflated

## TIP Achievement:

Key \# : 23401
Support
Project Year: 2026
Total Previous Allocations: \$0
Total Programmed Budget: \$1,525
Total Cost (Prev. + Prog.): \$1,525

## Project Description



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


## Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2027

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 23772
Support

Requesting Agency: COMPASS
Project Year: 2027
Total Previous Allocations: \$0
Total Programmed Budget: \$1,525
Total Cost (Prev. + Prog.): \$1,525
Project Description
Metropolitan Planning

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


## Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2028

Regionally Significant: $\qquad$ Inflated

## TIP Achievement:

Key \#: 23773
Support
Requesting Agency: COMPASS
Project Year: 2028
Total Previous Allocations: \$0
Total Programmed Budget: \$1,525
Total Cost (Prev. + Prog.): \$1,525

## Project Description



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


## Planning, FHWA Metropolitan Planning Funds, COMPASS - FY2029

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 23774
Requesting Agency: COMPASS
Project Year: 2029
Total Previous Allocations: \$0
Total Programmed Budget: \$1,525
Total Cost (Prev. + Prog.): \$1,525
Project Description
Metropolitan Planning Organization (MPO) planning funds from the Federal Highway Administration (FHWA).

| Funding Source 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 | 1,487 | 0 | 0 | 0 | 0 | 1,487 | 1,378 | 109 |
| Fund Totals: | 0 | 1,487 | 0 | 0 | 0 | 0 | 1,487 | 1,378 | 109 |
| 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 |
| 2029 | 0 | 38 | 0 | 0 | 0 | 0 | 38 | 30 | 8 |
| Fund Totals: | 0 | 38 | 0 | 0 | 0 | 0 | 38 | 30 | 8 |

## Planning, FTA Metropolitan Planning Funds, COMPASS

Regionally Significant:Inflated

TIP Achievement:
Key \# : 19144
Support
Requesting Agency: COMPASS
Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$2,290
Total Cost (Prev. + Prog.): \$2,290

## 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 |
| 2024 | 0 | 458 | 0 | 0 | 0 | 0 | 458 | 424 | 34 |
| 2025 | 0 | 458 | 0 | 0 | 0 | 0 | 458 | 424 | 34 |
| 2026 | 0 | 458 | 0 | 0 | 0 | 0 | 458 | 424 | 34 |
| 2027 | 0 | 458 | 0 | 0 | 0 | 0 | 458 | 424 | 34 |
| 2028 | 0 | 458 | 0 | 0 | 0 | 0 | 458 | 424 | 34 |
| Fund Totals: | 0 | 2,290 | 0 | 0 | 0 | 0 | 2,290 | 2,122 | 168 |

## Railroad Crossing, Benjamin Lane, Boise

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 20537
Requesting Agency: ACHD
Project Year: 2026
Total Previous Allocations: \$20
Total Programmed Budget: \$364
Total Cost (Prev. + Prog.): \$384

## 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 S | rce Fed RR |  |  | ram H | wy Safety - Fe | ral Rail |  | cal Match | .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 | 364 | 364 | 328 | 36 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 364 | 364 | 328 | 36 |



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 S | urce Fed R |  |  | gram H | wy Safety - Fe | ral Rail |  | cal Match 0 | 00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 31 | 0 | 0 | 0 | 0 | 0 | 31 | 31 | 0 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 265 | 265 | 265 | 0 |
| Fund Totals: | 31 | 0 | 0 | 0 | 0 | 265 | 296 | 296 | 0 |

Railroad Crossing, Look Lane, near Caldwell
Regionally Significant: $\square$
Inflated
TIP Achievement:
Key \# : 20355
Safety
Requesting Agency: Notus-Parma Highway District
Project Year: 2026
Total Previous Allocations: \$304
Total Programmed Budget: \$546
Total Cost (Prev. + Prog.): \$850

## 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 S | urce Fed R |  |  | ram | y Safety - Fe | ral Rail |  | cal 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 | 546 | 546 | 546 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 546 | 546 | 546 | 0 |

## Railroad Crossing, North Black Cat Road, Meridian

Regionally Significant: $\qquad$ $\square$ Inflated

TIP Achievement:
Key \# : 24294
Safety


Requesting Agency: ACHD
Project Year: 2029
Total Previous Allocations: \$0
Total Programmed Budget: \$660
Total Cost (Prev. + Prog.): \$660

## Project Description

Resurface the railroad crossing at North Black Cat Road in the City of Meridian. Work also includes adding safety lights and gates.

| 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 |
| 2028 | 60 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 |
| 2029 | 0 | 0 | 0 | 0 | 0 | 600 | 600 | 600 | 0 |
| Fund Totals: | 60 | 0 | 0 | 0 | 0 | 600 | 660 | 660 | 0 |

## Railroad Crossing, South 4th Avenue Closure, Caldwell

Regionally Significant: $\square$ 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 S | ce Fed R |  |  | ram H | wy Safety - Fe | ral Rail |  | cal Match 0. | 0\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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 |

## Reconnecting, Accessibility, and Improving Safety and Equity, Nampa

Regionally Significant:

## $\square$

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

TIP Achievement:
Health
Safety
Active Transportation
Asset Management


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

| Funding Source RAISE |  |  | Program Hwy - Discretionary |  |  |  |  | Local Match 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
TIP Achievement:
Active Transportation
Asset Management
Pavement
Safety

Project Year: 2025
Total Previous Allocations: \$1,262
Total Programmed Budget: \$6,690
Total Cost (Prev. + Prog.): \$7,952

## 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.

| 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 | 400 | 0 | 0 | 0 | 400 | 371 | 29 |
| 2025 | 0 | 0 | 0 | 0 | 820 | 5,470 | 6,290 | 5,828 | 462 |
| Fund Totals: | 0 | 0 | 400 | 0 | 820 | 5,470 | 6,690 | 6,199 | 491 |

## Roadway and ADA Improvements, Boise Area - FY2025

Regionally Significant: $\qquad$ Inflated

## TIP Achievement:

Active Transportation
Asset Management
Pavement
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 |
| 2025 | 0 | 0 | 357 | 0 | 0 | 0 | 357 | 331 | 26 |
| 2026 | 0 | 0 | 0 | 0 | 1,035 | 6,902 | 7,937 | 7,354 | 583 |
| Fund Totals: | 0 | 0 | 357 | 0 | 1,035 | 6,902 | 8,294 | 7,685 | 609 |

## Roadway and ADA Improvements, Boise Area - FY2027

Regionally Significant:
Inflated
TIP Achievement:
Active Transportation
Requesting Agency: ACHD
Project Year: 2027
Total Previous Allocations: \$1,492
Total Programmed Budget: \$8,232
Total Cost (Prev. + Prog.): \$9,724

## 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.


## Roadway and ADA Improvements, Boise Area - FY2028

Regionally Significant: $\qquad$ $\checkmark$ Inflated
TIP Achievement:
Key \# : 22816
Active Transportation
Requesting Agency: ACHD
Project Year: 2028
Total Previous Allocations: \$0
Total Programmed Budget: \$8,185
Total Cost (Prev. + Prog.): \$8,185

## Project Description

Asset Management
Safety

ACHD


Asset Management
Safety

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.


## Roadway and ADA Improvements, Boise Area - FY2029

Regionally Significant:
Inflated
TIP Achievement:
Active Transportation
Asset Management
Safety
Project Year: 2029
Total Previous Allocations: \$0
Total Programmed Budget: \$8,273
Total Cost (Prev. + Prog.): \$8,273

## 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.


## Roadway and ADA Improvements, Boise Area - FY2030

Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 24219
Requesting Agency: ACHD
Project Year: 2030
Total Previous Allocations: \$0
Total Programmed Budget: \$8,439
Total Cost (Prev. + Prog.): \$8,439

## Project Description

Active Transportation
Asset Management
Safety

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 at project concept.


## Roadway and ADA Improvements, Part 1, Boise Area - FY2023

Regionally Significant:
Inflated
TIP Achievement:
Active Transportation
Key \# : 20259
Requesting Agency: ACHD
Project Year: 2024-2025
Total Previous Allocations: \$1,024
Total Programmed Budget: \$8,314
Total Cost (Prev. + Prog.): \$9,338

## 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 Coverdale Road.


## SH-16 and SH-44 Interchange, Star

Regionally Significant: $\square$Inflated
TIP Achievement:
Key \# : 23958
Requesting Agency: ITD
Project Year: 2024-2025
Total Previous Allocations: \$0
Total Programmed Budget: \$54,100
Total Cost (Prev. + Prog.): \$54,100

## Project Description



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


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

Regionally Significant: $\square$ Inflated

TIP Achievement:
System Performance
Key \# : 23409
Requesting Agency: ITD
NHS-LOTTR
Project Year: 2024-2026
Total Previous Allocations: \$0
Total Programmed Budget: \$69,948
Total Cost (Prev. + Prog.): \$69,948

## 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).


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

Regionally Significant: $\qquad$ $\square$ Inflated
TIP Achievement:
Key \#: 23956
Requesting Agency: ITD
Project Year: 2024-2025
Total Previous Allocations: \$0
System Performance
NHS-LOTTR
Safety


Total Programmed Budget: $\$ 86,600$
Total Cost (Prev. + Prog.): \$86,600

## 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.


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

Regionally Significant:
Key \# : 20788
Requesting Agency: ITD
Project Year: 2024-2025
Total Previous Allocations: \$139,600
Total Programmed Budget: $(\$ 2,946)$
Total Cost (Prev. + Prog.): \$136,654

## Project Description

TIP Achievement:
System Performance
NHS-LOTTR
Safety


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 S | urce GARV | 2017 |  | ram H | y GARVEE - | 17 Legislat | uthoriz | Local Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | -133 | -2,000 | -863 | 0 | 0 | 0 | -2,996 | 0 | -2,996 |
| Fund Totals: | -133 | -2,000 | -863 | 0 | 0 | 0 | -2,996 | 0 | -2,996 |
| Funding S | urce Leadin | Idaho |  | ram S | te Hwy - Sa | \& Capacity |  | 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 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 50 |
| Fund Totals: | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 50 |

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

Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 23957
Requesting Agency: ITD
Project Year: 2024-2025
Total Previous Allocations: \$0
System Performance
NHS-LOTTR
Safety
Total Programmed Budget: $\$ 75,800$
Total Cost (Prev. + Prog.): \$75,800

## Project Description



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

| Funding S | urce 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 | 5,750 | 70,000 | 75,750 | 0 | 75,750 |
| 2025 | 0 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 50 |
| Fund Totals: | 0 | 0 | 0 | 0 | 5,800 | 70,000 | 75,800 | 0 | 75,800 |

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



Regionally Significant:
Key \# : 23408
Requesting Agency: ITD
Project Year: 2024-2026
Total Previous Allocations: \$75,617
Total Programmed Budget: \$12,454
Total Cost (Prev. + Prog.): \$88,071

## Project Description

TIP Achievement:
System Performance
NHS-LOTTR
Safety

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).


## SH-19, Simplot Boulevard to I-84, Caldwell

Regionally Significant:Inflated

TIP Achievement:
Key \# : 23546
Requesting Agency: ITD
Project Year: 2028
Total Previous Allocations: \$0
Total Programmed Budget: \$1,853
Total Cost (Prev. + Prog.): \$1,853
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.


SH-21, Mores Creek Bridge Repair, Ada County
Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 23879
Asset Management
Requesting Agency: ITD
Project Year: 2027
Total Previous Allocations: \$800
Total Programmed Budget: \$6,102
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 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 796 | 5,306 | 6,102 | 5,654 | 448 |
| Fund | 0 | 0 | 0 | 0 | 796 | 5,306 | 6,102 | 5,654 | 448 |

## SH-21, Pavement Preservation, Ada and Boise Counties

Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 20612
Requesting Agency: ITD
Project Year: 2027
Total Previous Allocations: \$50
Total Programmed Budget: \$5,690
Total Cost (Prev. + Prog.): \$5,740

## Project Description

Asset Management
Safety

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 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 | 152 | 5,538 | 5,690 | 5,272 | 418 |
| Fund Totals: | 0 | 0 | 0 | 0 | 152 | 5,538 | 5,690 | 5,272 | 418 |

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

```
Inflated
```


## TIP Achievement:

System Performance
Key \# : 20574
Requesting Agency: ITD
NHS-LOTTR
Project Year: 2027
Total Previous Allocations: \$1,461
Total Programmed Budget: \$26,266
Total Cost (Prev. + Prog.): \$27,727

## 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 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 50 | 270 | 0 | 0 | 0 | 0 | 320 | 297 | 23 |
| 2027 | 0 | 0 | 0 | 898 | 2,198 | 22,850 | 25,946 | 24,042 | 1,904 |
| Fund Totals: | 50 | 270 | 0 | 898 | 2,198 | 22,850 | 26,266 | 24,338 | 1,928 |

## SH-44, l-84 to Star Road, Ada and Canyon Counties

Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Key \# : 24117
Asset Management
Requesting Agency: ITD
Project Year: 2027
Total Previous Allocations: \$0
Total Programmed Budget: \$1,636
Total Cost (Prev. + Prog.): \$1,636

## 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 | 53 | 1,573 | 1,626 | 1,507 | 119 |
| Fund Totals: | 10 | 0 | 0 | 0 | 53 | 1,573 | 1,636 | 1,516 | 120 |

SH-44, RWIS near SH-16, Ada County
Regionally Significant: $\qquad$ Inflated TIP Achievement:
Key \# : 23182 Support
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$25
Total Programmed Budget: \$471
Total Cost (Prev. + Prog.): \$496

## 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.


## 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
Project Year: 2030
Total Previous Allocations: \$0
Total Programmed Budget: \$2,308
Total Cost (Prev. + Prog.): \$2,308
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.


SH-45 and Locust Lane Intersection, Nampa
Regionally Significant:

Inflated
TIP Achievement:
Key \# : 22717
Safety
Requesting Agency: ITD
Project Year: 2027
Total Previous Allocations: \$914
Total Programmed Budget: \$3,619
Total Cost (Prev. + Prog.): \$4,533
Project Description


Install a traffic signal at State Highway 45 and Locust Lane in the City of Nampa to improve safety.


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

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
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 rehabilite the roadway pavement on State Highway 45 from Deer Flat Road in Canyon County to Interstate 84 B in the City of Nampa. Work includes a mill and inlay treatment.


SH-45, Junction SH-78 to Deer Flat Road, Sealcoat, Canyon County
Regionally Significant:
Inflated
TIP Achievement:
Asset Management
Requesting Agency: ITD
NHS-LOTTR
Project Year: 2025
Total Previous Allocations: \$0
Total Programmed Budget: \$1,243
Total Cost (Prev. + Prog.): \$1,243

## Project Description



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


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

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Asset Management
Requesting Agency: ITD
Project Year: 2025
Total Previous Allocations: \$172
Total Programmed Budget: \$3,004
Total Cost (Prev. + Prog.): \$3,176

## 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.


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

Regionally Significant:
Key \# : 22715
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$55,615
Total Programmed Budget: \$137,979
Total Cost (Prev. + Prog.): \$193,594

## Project Description

TIP Achievement:
System Performance
NHS-LOTTR
Safety


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 | ce State |  | Program State Hwy - Early Development |  |  |  |  | Local Match 100.00\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 9,275 | 107,668 | 116,943 | 0 | 116,943 |
| Fund Totals: | 0 | 0 | 0 | 0 | 9,275 | 107,668 | 116,943 | 0 | 116,943 |


| Funding S | urce TECM |  |  | ram | te Hwy - Saf | ty \& Capacity | acity) | Local Match 10 | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 520 | 0 | 0 | 0 |  |  |  |  |
| 2025 | 0 | 0 | 20,431 | 0 | 0 | 0 | 20,431 | 0 | 20,431 |
| Fund Totals: | 0 | 520 | 20,431 | 0 | 0 | 0 | 20,431 | 0 | 20,431 |


| Funding Sour | rce Leadi | 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 | 505 | 0 | 100 | 0 | 0 | 605 | 0 | 605 |
| Fund Totals: | 0 | 505 | 0 | 100 | 0 | 0 | 605 | 0 | 605 |

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

Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Key \# : 24390
Support
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$0
Total Programmed Budget: \$2,356
Total Cost (Prev. + Prog.): \$2,356

## Project Description



Remove and demolish vacant buildings along SH-55 that are in conflict with the ultimate widening of the state facility.

| Funding S | urce TECM |  | Pro | ram | te Hwy - Saf | \& Capacity | acity) | ocal Match 100 | 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 | 1,167 | 1,167 | 0 | 1,167 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,167 | 1,167 | 0 | 1,167 |
| Funding S | rce Leadin | Idaho |  | ram L | ading Idaho |  |  | ocal Match 100 | 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 | 25 | 1,164 | 1,189 | 0 | 1,189 |
| Fund Totals: | 0 | 0 | 0 | 0 | 25 | 1,164 | 1,189 | 0 | 1,189 |

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

Regionally Significant:Inflated

TIP Achievement:
Key \#: 23335
Requesting Agency: ITD
Project Year: 2024-2026
Total Previous Allocations: \$0
Total Programmed Budget: $\$ 58,400$
Total Cost (Prev. + Prog.): \$58,400

## 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.

| Funding S | rce Leadin | 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 |
| 2025 | 0 | 4,000 | 0 | 0 | 0 | 0 | 4,000 | 0 | 4,000 |
| 2025 | 200 | 4,000 | 20,200 | 0 | 0 | 0 | 24,400 | 0 | 24,400 |
| 2026 | 0 | 0 | 30,000 | 0 | 0 | 0 | 30,000 | 0 | 30,000 |
| Fund Totals: | 200 | 8,000 | 50,200 | 0 | 0 | 0 | 58,400 | 0 | 58,400 |

SH-55, Beacon Light Road to Brookside Lane, Ada County
Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 23638
Safety
Requesting Agency: ITD
Project Year: 2029
Total Previous Allocations: \$25
Total Programmed Budget: \$15,925
Total Cost (Prev. + Prog.): \$15,950

## 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 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 | 25 | 250 | 0 | 0 | 0 | 0 | 275 | 0 | 275 |
| Fund Totals: | 25 | 250 | 0 | 0 | 0 | 0 | 275 | 0 | 275 |
| 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 |
| 2025 | 230 | 490 | 217 | 0 | 0 | 0 | 937 | 0 | 937 |
| 2028 | 0 | 0 | 2,078 | 0 | 0 | 0 | 2,078 | 0 | 2,078 |
| 2029 | 0 | 0 | 0 | 0 | 751 | 11,884 | 12,635 | 0 | 12,635 |
| Fund Totals: | 230 | 490 | 2,295 | 0 | 751 | 11,884 | 15,650 | 0 | 15,650 |

## SH-55, Pavement Preservation, Sealcoat, Owyhee and Canyon Counties

Regionally Significant: $\square$
Key \# : 23163
Requesting Agency: ITD
Project Year: 2025
Total Previous Allocations: $\$ 25$
Total Programmed Budget: \$917
Total Cost (Prev. + Prog.): \$942
Project Description

TIP Achievement:
Asset Management
Pavement
Safety

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 | ce NHPP |  |  | ram | te Hwy - Pa | nent Prese |  | ocal Match 7.3 | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 15 | 0 | 0 | 0 | 31 | 871 | 917 | 850 | 67 |
| Fund Totals: | 15 | 0 | 0 | 0 | 31 | 871 | 917 | 850 | 67 |

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

Regionally Significant: $\square$ $\checkmark$ Inflated
TIP Achievement:
Asset Management
Safety


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)


## SH-55, SH-44 (State) to Payette River Bridge, Ada and Boise Counties

Regionally Significant: $\qquad$ TIP Achievement:
Key \# : 24054
Asset Management
Requesting Agency: ITD
Project Year: 2030
Total Previous Allocations: \$0
Total Programmed Budget: \$5,167
Total Cost (Prev. + Prog.): \$5,167

## Project Description



Sealcoat State Highway 55 from State Highway 44 (East State Street) in the City of Eagle in Ada County to the Payette River Bridge near Horseshoe Bend in Boise County. The treatment will maintain mobility by extending the life of the pavement. (Ada County $48 \%$ and Boise County 52\%)


SH-69, Pavement Preservation, Sealcoat, Kuna to Meridian
Regionally Significant:
Inflated
TIP Achievement:
Asset Management
Requesting Agency: ITD
Pavement
Project Year: 2025
Total Previous Allocations: \$25
Total Programmed Budget: \$3,212
Total Cost (Prev. + Prog.): \$3,237

## 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 | rce STBG | ate |  | ram | te Hwy - Pa | nent Prese |  | ocal Match 7. | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 210 | 3,002 | 3,212 | 2,976 | 236 |
| Fund Totals: | 0 | 0 | 0 | 0 | 210 | 3,002 | 3,212 | 2,976 | 236 |

## SR2S, VRT, Ada County - FY2024

Regionally Significant:Inflated

## TIP Achievement:

Key \# : 21910
Requesting Agency: Valley Regional Transit
Active Transportation

Project Year: 2024
Total Previous Allocations: \$0
Total Programmed Budget: \$286
Total Cost (Prev. + Prog.): \$286
Safety

## Project Description



Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County, with a focus on the Boise and West Ada School Districts for service years FY2024.

| Funding S | rce TAP-T |  |  | ram L | cal Hwy - Tr | sportation Al | tives | ocal Match 7 | 4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 286 | 286 | 265 | 21 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 286 | 286 | 265 | 21 |

## SR2S, VRT, Ada County - FY2025

Regionally Significant: Inflated

## TIP Achievement:

Key \# : 23943
Requesting Agency: Valley Regional Transit
Active Transportation
Safety
Project Year: 2025
Total Previous Allocations: \$0
Total Programmed Budget: \$210
Total Cost (Prev. + Prog.): \$210
Project Description


SR2S
Safe Routes to School

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 <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 0 | 210 | 210 | 195 | 15 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 210 | 210 | 195 | 15 |

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: \$227
Total Cost (Prev. + Prog.): \$227
Project Description

TIP Achievement:
Active Transportation
Safety

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 | rce TAP-TI |  |  | ram L | cal Hwy - Tra | portation Al | ives | ocal Match 7.3 | 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 | 227 | 227 | 210 | 17 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 227 | 227 | 210 | 17 |

Regionally Significant: $\square$

## TIP Achievement:

Key \# : 23306
Requesting Agency: Valley Regional Transit
Active Transportation
Safety
Project Year: 2027
Total Previous Allocations: \$0
Total Programmed Budget: \$297
Total Cost (Prev. + Prog.): \$297
Project Description


SR2S
Safe Routes to School

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.


## SR2S, VRT, Ada County - FY2028

Regionally Significant:Inflated

## TIP Achievement:

Key \# : 23668
Requesting Agency: Valley Regional Transit
Active Transportation

Project Year: 2028
Total Previous Allocations: \$0
Total Programmed Budget: \$280
Total Cost (Prev. + Prog.): \$280
Safety

## 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.


Regionally Significant: $\qquad$ Inflated
Key \# : 23670
Requesting Agency: Valley Regional Transit
Project Year: 2029
Total Previous Allocations: \$0
Total Programmed Budget: \$309
Total Cost (Prev. + Prog.): \$309
Project Description

## TIP Achievement:

Active Transportation
Safety

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 | rce STBG | MA |  | ram | al Hwy - T | sportation A | tives | Local Match 7.3 | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2029 | 0 | 0 | 0 | 0 | 0 | 309 | 309 | 286 | 23 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 309 | 309 | 286 | 23 |

## SR2S, VRT, Ada County - FY2030

Regionally Significant:Inflated

## TIP Achievement:

Key \# : 24217
Requesting Agency: Valley Regional Transit
Project Year: 2030
Total Previous Allocations: \$0
Total Programmed Budget: \$280
Total Cost (Prev. + Prog.): \$280
Active Transportation
Safety

## Project Description



SR2S
Safe Routes to School

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 FY2030.

| Funding S | ce STBG | A |  | am | al Hwy - T | portation | nt | Local Match | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2030 | 0 | 0 | 0 | 0 | 0 | 280 | 280 | 259 | 21 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 280 | 280 | 259 | 21 |

## SR2S, VRT, Canyon County - FY2022-2025

Regionally Significant:

# $\square$ 

Inflated
TIP Achievement:
Key \# : 22922
Requesting Agency: Valley Regional Transit
Project Year: 2023
Total Previous Allocations: \$65
Total Programmed Budget: \$200
Total Cost (Prev. + Prog.): \$265


SR2S
Safe Routes to School

## Project Description

Active Transportation
Safety

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 |
| 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 | 200 | 200 | 185 | 15 |

## SR2S, VRT, Canyon County - FY2027

Regionally Significant:Inflated
Key \# : 23924
Requesting Agency: Valley Regional Transit
Project Year: 2027
Total Previous Allocations: $\$ 0$
Total Programmed Budget: \$50
Total Cost (Prev. + Prog.): \$50
Project Description


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

| Funding | ce STBG- |  |  | ram | cal Hwy - Urb |  |  | ocal Match 7 | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |

## SR2S, VRT, Canyon County - FY2028

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 24239
Requesting Agency: Valley Regional Transit
Active Transportation
Safety
Project Year: 2028
Total Previous Allocations: \$0
Total Programmed Budget: \$50
Total Cost (Prev. + Prog.): \$50

## Project Description



SR2S
Safe Routes to School

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

| Funding Source STBG-U |  |  | Program Local Hwy - Urban |  |  |  | Local Match 7.34\% |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2028 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| Fund Totals: | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |

## State Street, Hertford Way to Ellens Ferry Drive, Boise

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \# : IN210-03
Requesting Agency: ACHD
Project Year: 2025-2026
Total Previous Allocations: \$576
Total Programmed Budget: \$7,185
Open Space
Active Transportation
System Performance
Safety
Total Cost (Prev. + Prog.): \$7,761

## 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.


Study (PEL), SH-44, I-84 to Star Road, Canyon County
Regionally Significant: $\qquad$ Inflated

## TIP Achievement:

Key \# : 23630
Support
Requesting Agency: ITD
Project Year: PD
Total Previous Allocations: \$3,000
Total Programmed Budget: \$1
Total Cost (Prev. + Prog.): \$3,001

## 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 | rce STBG | ate |  | ram | te Hwy - Ea | Developm |  | cal Match 7 | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |

## Study, Big Data Purchase, COMPASS

Regionally Significant:$\square$ Inflated

## TIP Achievement:

Support
Key \# : 22394

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 nonmotorized 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 S | ce STBG | A |  | ram | al Hwy - T | portation M | ent | Local Match 7.3 | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> 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: $\square$ Inflated

## TIP Achievement:

Key \# : 24233
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 IIJA. 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 costeffective strategies will be identified.

| Funding | ce CRP-T |  |  | ram | cal Hwy - Tr | portation M | men | ocal Match | 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, Coordinate Local Waterway-Pathway Plans, COMPASS

Regionally Significant: $\qquad$ $\square$ 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 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> 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, l-84, SH-44 to Centennial Way, Canyon County
Regionally Significant: $\qquad$ Inflated

## TIP Achievement:

Key \# : 23341
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$1,700
Total Programmed Budget: \$2,650
Total Cost (Prev. + Prog.): \$4,350

## 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 S | rce Leadi | daho |  | ram | eading Idaho |  |  | ocal Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 2,650 | 0 | 0 | 0 | 0 | 2,650 | 0 | 2,650 |
| Fund Totals: | 0 | 2,650 | 0 | 0 | 0 | 0 | 2,650 | 0 | 2,650 |

## Study, Interchange Justification Report, I-84 and Ustick Road, Caldwell

Regionally Significant: $\qquad$ Inflated TIP Achievement:
Key \# : NEW2
Support
Requesting Agency: Canyon Highway District
Project Year: 2024 City of Caldwell
City of Middleton
City of Nampa
ITD


Total Previous Allocations: \$0
Total Programmed Budget: \$700
Total Cost (Prev. + Prog.): \$700

## Project Description

Conduct a study to complete an Interchange Justification Report (IJR) for a possible future interchange at Interstate 84 and Ustick Road in the City of Caldwell.

| Funding S | rce Local | rticipating | 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 | 700 | 0 | 0 | 0 | 0 | 700 | 0 | 700 |
| Fund Totals: | 0 | 700 | 0 | 0 | 0 | 0 | 700 | 0 | 700 |

## 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: $\$ 1,461$
Total Cost (Prev. + Prog.): \$1,461

## 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 S | rce Local | gionally | ificant) P | am | wy - Non-Part | pating |  | ocal Match 100 | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 4 | 896 | 0 | 0 | 0 | 0 | 900 | 0 | 900 |
| 2025 | 0 | 561 | 0 | 0 | 0 | 0 | 561 | 0 | 561 |
| Fund Totals: | 4 | 1,457 | 0 | 0 | 0 | 0 | 1,461 | 0 | 1,461 |

## Study, SH-16, SH-44 to Junction SH-52, Environmental Re-evaluation

Regionally Significant:
Key \# : 23175
Support
Requesting Agency: ITD
Project Year: PD
Total Previous Allocations: \$3,000
Total Programmed Budget: \$1
Total Cost (Prev. + Prog.): \$3,001

## 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 | ree STBG- | tate |  | ram S | te Hwy - Ea | Developme |  | ocal Match 7 | 3\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 |

## Study, SH-45 Realignment NEPA, Nampa

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 24238
Requesting Agency: City of Nampa
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$708
Total Cost (Prev. + Prog.): \$708

## Project Description



Conduct a study to complete a environmental evaluation required through the National Environmental Policy Act (NEPA) process to recommend an alternative alignment to State Highway 45 from 12th Avenue Road in South Nampa to Interstate 84. The NEPA study follows preliminary findings from the Planning and Environemental Linkages (PEL) study completed by the City of Nampa.

| 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 | 8 | 696 | 0 | 0 | 0 | 0 | 704 | 652 | 52 |
| Fund Totals: | 8 | 696 | 0 | 0 | 0 | 0 | 704 | 652 | 52 |
| 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 | 6 | 394 | 0 | 0 | 0 | 0 | 400 | 0 | 400 |
| 2025 | 0 | 204 | 0 | 0 | 0 | 0 | 204 | 0 | 204 |
| PD | -6 | -594 | 0 | 0 | 0 | 0 | -600 | 0 | -600 |
| Fund Totals: | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |

## Study, SH-55, Junction SH-44 to Brookside Lane, Eagle

Regionally Significant:Inflated
TIP Achievement:
Support
Requesting Agency: ITD
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$3,000
Total Cost (Prev. + Prog.): \$3,000

## Project Description



Evaluate the environmental impacts as a result of adding capacity and operational improvements to the State Highway 55 corridor from State Highway 44 to Brookside Lane in the City of Eagle.

| Funding | ce STBG- | ate |  | ram | ate Hwy - Ear | Developme |  | ocal Match | 4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| PD | 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, Smart Corridors, Nampa Area, COMPASS
Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 23320 Support
Requesting Agency: COMPASS
Project Year: 2027
Total Previous Allocations: \$0
Total Programmed Budget: \$149
Total Cost (Prev. + Prog.): \$149

## 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.


## 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.


## Study, Transportation System Management and Operations Plan, COMPASS

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 23678
Support
Requesting Agency: COMPASS
Project Year: 2028
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 |
| 2028 | 0 | 250 | 0 | 0 | 0 | 0 | 250 | 232 | 18 |
| Fund Totals: | 0 | 250 | 0 | 0 | 0 | 0 | 250 | 232 | 18 |

## Study, Travel Characteristics Study, COMPASS

Regionally Significant: $\qquad$ Inflated TIP Achievement:
Key \# : 24224
Support
Requesting Agency: COMPASS
Project Year: PD
Total Previous Allocations: \$0
Total Programmed Budget: \$1,500
Total Cost (Prev. + Prog.): \$1,500

## Project Description



This project will collect local travel data from households (household travel survey) and users of VRT's fixed route system (transit on-board survey) to update the regional travel demand model. The household travel survey will collect data within Ada and Canyon Counties and possibly the cities in surrounding counties such as Payette County, Gem County, Boise County, Elmore County, and Owyhee County. This project will also include additional data collection to supplement this effort.

| 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 | 1,500 | 0 | 0 | 0 | 0 | 1,500 | 1,390 | 110 |
| Fund Totals: | 0 | 1,500 | 0 | 0 | 0 | 0 | 1,500 | 1,390 | 110 |

Transit - Above and Beyond ADA Paratransit, Nampa Area
Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 20043
Requesting Agency: Treasure Valley Transit
Project Year: 2024 Valley Regional Transit
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.


## Transit - Acquisition of Service, Boise Area, VRT

Regionally Significant:Inflated
TIP Achievement:
Key \# : 19691
Public Transportation
Requesting Agency: Valley Regional Transit
Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$3,313
Total Cost (Prev. + Prog.): \$3,313

## 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.


## Transit - Acquisition of Service, Nampa Area, VRT

Regionally Significant: $\square \quad \square$ Inflated
Key \# : 19464a
Requesting Agency: Valley Regional Transit
Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$2,511
Total Cost (Prev. + Prog.): \$2,511

## 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.


## Transit - Fixed Line Service, Rural Areas, TVT

Regionally Significant: $\qquad$ $\square$ Inflated
TIP Achievement:
Key \# : 19983
Requesting Agency: Treasure Valley Transit
Project Year: 2023-2024
Total Previous Allocations: \$2,091
Total Programmed Budget: \$2,091
Total Cost (Prev. + Prog.): \$4,182

## Project Description

TIP Achievement:
Public Transportation

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.


Transit - Marketing, Planning, and Preventive Maintenance, TVT
Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Key \# : 19380c
Public Transportation
Requesting Agency: Treasure Valley Transit
Project Year: 2024
Total Previous Allocations: \$0
Total Programmed Budget: \$663
Total Cost (Prev. + Prog.): \$663

## Project Description



Provide funds for market, planning and preventive for the Treasure Valley Transit services in southern Idaho. The match rate shown is an average of the rates combined. ( $25 \%$ in Canyon County, $75 \%$ in counties outside the COMPASS area)

| Funding S | urce FTA 53 |  |  | ram T | nsit Operati |  |  | cal Match | \% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 663 | 0 | 0 | 0 | 0 | 663 | 607 | 56 |
| Fund Totals: | 0 | 663 | 0 | 0 | 0 | 0 | 663 | 607 | 56 |

Transit - Operations - Fixed Route and Mobility Management, Nampa Area, VRT
Regionally Significant:Inflated TIP Achievement:
Key \# : 18786
Public Transportation

Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$7,540
Total Cost (Prev. + Prog.): \$7,540

## 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 | 1,508 | 1,508 | 754 | 754 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,508 | 1,508 | 754 | 754 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 1,508 | 1,508 | 754 | 754 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,508 | 1,508 | 754 | 754 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 1,508 | 1,508 | 754 | 754 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 7,540 | 7,540 | 3,770 | 3,770 |

## Transit - Operations - Mobility Management, Boise Area, VRT

Regionally Significant: $\square$
19041
Requesting Agency: Valley Regional Transit
Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$24,638
Total Cost (Prev. + Prog.): \$24,638

## 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.


## Transit - Operations, Kuna Senior Center

Regionally Significant:$\square$ Inflated TIP Achievement:
Public Transportation
Key \# : 19464f

TIP Achievement:
Public Transportation

Requesting Agency: Kuna Senior Center
Project Year: 2023-2024
Total Previous Allocations: \$48
Total Programmed Budget: \$48
Total Cost (Prev. + Prog.): \$96

## Project Description



To supplement the operations costs for the Kuna Senior Center transportation program in the City of Kuna.


## Transit - Orchard Transit Facility Improvements, VRT, Boise

Regionally Significant: $\qquad$ Inflated
Key \# : 24221
Requesting Agency: Valley Regional Transit
Project Year: 2024-2025
Total Previous Allocations: \$0
Total Programmed Budget: \$2,704
Total Cost (Prev. + Prog.): \$2,704

## Project Description

## TIP Achievement:

Public Transportation
Transit Asset Management
Safety


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 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 | 225 | 225 | 208 | 17 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 225 | 225 | 208 | 17 |
| Funding Source CRP-TMA |  |  | Program Local Hwy - Transportation Management |  |  |  |  | cal Match | \% |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 500 | 0 | 0 | 0 | 1,979 | 2,479 | 2,297 | 182 |
| Fund Totals: | 0 | 500 | 0 | 0 | 0 | 1,979 | 2,479 | 2,297 | 182 |

Transit - Preventive Maintenance and Demand Response, Nampa Area, VRT
Regionally Significant:$\square$ Inflated
TIP Achievement:
Key \#: 18914
Public Transportation
Requesting Agency: Valley Regional Transit
Transit Asset Management


Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$4,095
Total Cost (Prev. + Prog.): \$4,095

## Project Description

Provide preventive maintenance and complementary paratransit to sustain vehicle and facility safety and security in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

| Funding Source FTA 5307 SU |  |  | Program Transit Capital |  |  |  | Local Match 20.00\% |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 819 | 819 | 655 | 164 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 819 | 819 | 655 | 164 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 819 | 819 | 655 | 164 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 819 | 819 | 655 | 164 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 819 | 819 | 655 | 164 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 4,095 | 4,095 | 3,276 | 819 |

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

Regionally Significant: $\square$ Inflated
Key \# : 19137
Requesting Agency: Valley Regional Transit
Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$10,616
Total Cost (Prev. + Prog.): \$10,616

## 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.

| Funding S | ce FTA 53 | 7 LU |  | am | nsit Capital |  |  | cal Match | 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 | 2,500 | 2,500 | 2,000 | 500 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 2,029 | 2,029 | 1,623 | 406 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 2,029 | 2,029 | 1,623 | 406 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 2,029 | 2,029 | 1,623 | 406 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 2,029 | 2,029 | 1,623 | 406 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 10,616 | 10,616 | 8,493 | 2,123 |

## Transit - Purchase of Service, Rural Areas, VRT

Regionally Significant:
Key \# : 19464g
Requesting Agency: Valley Regional Transit
Project Year: 2023-2024
Total Previous Allocations: \$145
Total Programmed Budget: \$145
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 20.00\% |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 145 | 145 | 116 | 29 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 145 | 145 | 116 | 29 |

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

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \#: 18788
Requesting Agency: Valley Regional Transit
Public Transportation
Transit Asset Management
valleyregionaltransit
Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$1,340
Total Cost (Prev. + Prog.): \$1,340

## 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 S | ce FTA 5 | 7 LU |  | am | nsit Capital |  |  | cal Match | 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 | 268 | 268 | 214 | 54 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 268 | 268 | 214 | 54 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 268 | 268 | 214 | 54 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 268 | 268 | 214 | 54 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 268 | 268 | 214 | 54 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,340 | 1,340 | 1,072 | 268 |

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

Regionally Significant: $\square$Inflated
TIP Achievement:
Key \# : 19122
Requesting Agency: Valley Regional Transit
Public Transportation

Project Year: 2024-2028
Transit Asset Management
Total Previous Allocations: \$0
Total Programmed Budget: $\$ 3,530$
Total Cost (Prev. + Prog.): \$3,530

## 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 S | urce FTA 53 | 9 LU |  | gram | ansit Capital |  |  | cal Match | .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 | 1,100 | 1,100 | 880 | 220 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 720 | 720 | 576 | 144 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 638 | 638 | 510 | 128 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 536 | 536 | 429 | 107 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 536 | 536 | 429 | 107 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 3,530 | 3,530 | 2,824 | 706 |

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: \$1,754
Total Cost (Prev. + Prog.): \$1,754

## 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.

| 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 | 1,754 | 1,754 | 1,625 | 129 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,754 | 1,754 | 1,625 | 129 |

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

Regionally Significant:
Key \# : 21903
Requesting Agency: Valley Regional Transit
Project Year: 2025
Total Previous Allocations: \$0
Total Programmed Budget: \$1,793
Total Cost (Prev. + Prog.): \$1,793

## Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2025 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

| Funding | ce STBG | A |  | m | al Hwy - T | por | t | cal Match | 4\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,793 | 1,793 | 1,661 | 132 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,793 | 1,793 | 1,661 | 132 |

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY202
Regionally Significant: $\square$
Inflated
22393
Requesting Agency: Valley Regional Transit
Project Year: 2026
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 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.

| STBG-TMA |  |  | Program Local Hwy - Transportation Management |  |  |  |  | Local Match 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2026 | 0 | 0 | 0 | 0 | 0 | 1,829 | 1,829 | 1,695 | 134 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,829 | 1,829 | 1,695 | 134 |

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

Regionally Significant:$\checkmark$ Inflated
Key \# : 22815
Requesting Agency: Valley Regional Transit
Project Year: 2027
Total Previous Allocations: \$0
Total Programmed Budget: \$1,546
Total Cost (Prev. + Prog.): \$1,546

## Project Description

Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in 2027 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

| Funding Source STBG-TMA |  |  | Program Local Hwy - Transportation Management |  |  |  |  | Local Match 7.34\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,546 | 1,546 | 1,433 | 113 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,546 | 1,546 | 1,433 | 113 |

Transit－Rolling Stock，Infrastructure，and Technology，Boise Area，VRT－FY202
Regionally Significant：$\square \quad \square$ Inflated IIP Achievement：
Key \＃： 23671
Requesting Agency：Valley Regional Transit
Project Year： 2028

Public Transportation
Transit Asset Management

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．

| Funding | ce STBG |  |  | ram | al Hwy－Tr | portation | tives | ocal Match 7.3 | 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， | Technology，Boise Area，VRT－FY202 | 風 回 設 TAM PLAN TRANAIT ASNET MAWAEEGENT |
| :---: | :---: | :---: |
| Regionally Significant：$\square \square \square$ Inflated | TIP Achievement： |  |
| Key \＃： 23673 | Public Transportation |  |
| Requesting Agency：Valley Regional Transit Project Year： 2029 | Transit Asset Management |  |
| Total Previous Allocations：\＄0 |  |  |
| Total Programmed Budget：\＄1，609 |  |  |
| Total Cost（Prev．＋Prog．）：\＄1，609 |  |  |
| 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．

| Funding | ce STBG－ | A |  | am | Hwy | orta | ves | ocal Match 7.3 | 4\％ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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 | 1，609 | 1，609 | 1，491 | 118 |
| Fund Totals： | 0 | 0 | 0 | 0 | 0 | 1，609 | 1，609 | 1，491 | 118 |

Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY203
Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \# : 24220
Requesting Agency: Valley Regional Transit
Project Year: 2030

Public Transportation
Transit Asset Management

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 FY2030 in the Boise Urbanized Area.

| STBG-TMA |  |  | Program L |  | 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 |
| 2030 | 0 | 0 | 0 | 0 | 0 | 1,641 | 1,641 | 1,521 | 120 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,641 | 1,641 | 1,521 | 120 |

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

Regionally Significant: $\qquad$ Inflated TIP Achievement:
Public Transportation
Transit Asset Management
Requesting Agency: Valley Regional Transit

Project Year: 2024-2028
Total Previous Allocations: \$0
Total Programmed Budget: \$8,693
Total Cost (Prev. + Prog.): \$8,693

## 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.

| 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 | 3,413 | 3,413 | 2,730 | 683 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 1,320 | 1,320 | 1,056 | 264 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 1,320 | 1,320 | 1,056 | 264 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 1,320 | 1,320 | 1,056 | 264 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 1,320 | 1,320 | 1,056 | 264 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 8,693 | 8,693 | 6,954 | 1,739 |

## Transit - Rolling Stock, Infrastructure, and Technology, Nampa Area, VRT

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \# : 20136e
Requesting Agency: Valley Regional Transit
Project Year: 2024-2028
Public Transportation
Transit Asset Management
valleyregionaltransit
Total Previous Allocations: \$0
Total Programmed Budget: \$1,615
Total Cost (Prev. + Prog.): \$1,615

## Project Description

Fund capital replacement (identified in the Transit Asset Management Plan) or expansion projects, such as rolling stock, infrastructure, and technology, in the Nampa Urbanized Area. See Valley Regional Transit's Program of Projects for more details on current year project and the Transportation Development Plan for long-term vision.

| Funding S | re FTA 5 | 9 SU |  | ram | nsit Capital |  |  | ocal Match | .00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 323 | 323 | 258 | 65 |
| 2025 | 0 | 0 | 0 | 0 | 0 | 323 | 323 | 258 | 65 |
| 2026 | 0 | 0 | 0 | 0 | 0 | 323 | 323 | 258 | 65 |
| 2027 | 0 | 0 | 0 | 0 | 0 | 323 | 323 | 258 | 65 |
| 2028 | 0 | 0 | 0 | 0 | 0 | 323 | 323 | 258 | 65 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 1,615 | 1,615 | 1,292 | 323 |

## Transit - State Street Premium Corridor, Part 2, Boise Area, VRT

Regionally Significant: $\square$
Inflated
TIP Achievement:
Key \# : 23179
Requesting Agency: Valley Regional Transit
Project Year: 2024-2025
Total Previous Allocations: $\$ 0$
Total Programmed Budget: $\$ 11,481$
Total Cost (Prev. + Prog.): \$11,481

## 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, realtime 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 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 | 910 | 910 | 843 | 67 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 910 | 910 | 843 | 67 |
| 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: $\square$ Inflated

## TIP Achievement:

Key \# : $20136 f$
Requesting Agency: ACHD
Public Transportation
Transit Asset Management

Project Year: 2023-2024
Total Previous Allocations: \$560
Total Programmed Budget: \$332
Total Cost (Prev. + Prog.): \$892

## Project Description

Replace 12 Ada County Highway District Commuteride vans. The vans serve a six-county area of southwest Idaho serving an average of 500 commuters annually. Routes must start, end, or pass-through Ada County. Includes carry over funds for FY2021 in FY2023.


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 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 | 132 | 132 | 106 | 26 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 132 | 132 | 106 | 26 |

## Transit, Vehicle Replacements, VRT

Regionally Significant: $\square$ Inflated

## TIP Achievement:

Key \# : 23970
Requesting Agency: Valley Regional Transit
Project Year: 2024-2025
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.


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

Regionally Significant: $\qquad$ $\square$ Inflated
TIP Achievement:
NHS-LOTTR
Active Transportation
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$4,988
Total Programmed Budget: \$2,700
Total Cost (Prev. + Prog.): \$7,688

## Project Description



Widen US 20/26 (Chinden Boulevard) from Linger 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.


US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road), Ada County
Regionally Significant: $\square$ Inflated
TIP Achievement:
Key \# : 19944
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$18,253
Total Programmed Budget: \$0
Total Cost (Prev. + Prog.): \$18,253

## Project Description



Widen US 20/26 (Chinden Boulevard) between Locust Grove Road and State Highway 55 (Eagle Road) in the Cities of Boise, Eagle, and Meridian.

| Funding Source State |  |  | Program State Hwy - Safety \& Capacity (Capacity) |  |  |  |  | Local Match 100.00\% |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 600 | 0 | 0 | -600 | 0 | 0 | 0 |
| Fund Totals: | 0 | 0 | 600 | 0 | 0 | -600 | 0 | 0 | 0 |

## US 20/26 (Chinden), Phyllis Canal Bridge to SH-16, Ada County

Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Key \# : 20367
Requesting Agency: ITD
Project Year: 2023
Total Previous Allocations: \$4,344
Total Programmed Budget: \$266
NHS-LOTTR
Safety
Active Transportation
System Performance
Total Cost (Prev. + Prog.): \$4,610

## 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 S | ce HB132 | nd HB312 |  | ram | te Hwy - Sa | \& Capacit | acity) | ocal 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 | 16 | 0 | 250 | 0 | 266 | 0 | 266 |
| Fund Totals: | 0 | 0 | 16 | 0 | 250 | 0 | 266 | 0 | 266 |

US 20/26 and SH-44, Mill and Inlay, Ada County
Regionally Significant: $\square$ Inflated
TIP Achievement:
Asset Management
Safety
Key \# : 20536
Requesting Agency: ITD
Project Year: 2023
Total Previous Allocations: \$11,428
Total Programmed Budget: \$2,000
Total Cost (Prev. + Prog.): \$13,428

## 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 | rce NHPP |  |  | gram | te Hwy - Pav | ment Prese |  | ocal Match | 34\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 0 | 2,000 | 2,000 | 1,853 | 147 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 2,000 | 2,000 | 1,853 | 147 |

## US 20/26 and SH-44, Surface Treatments, Ada and Canyon Counties

Regionally Significant:Inflated

## TIP Achievement:

Key \# : 22677
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$1
Total Programmed Budget: \$9,760
Total Cost (Prev. + Prog.): \$9,761

## Asset Management

Pavement
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 S | rce State |  |  | ram S | ate Hwy - Pav | nent Preserv |  | Local Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary Engineering Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 40 | 0 | 0 | 0 | 540 | 9,180 | 9,760 | 0 | 9,760 |
| Fund Totals: | 40 | 0 | 0 | 0 | 540 | 9,180 | 9,760 | 0 | 9,760 |

## US 20/26, I-84 to Middleton Road, Canyon County

Regionally Significant:
Inflated
TIP Achievement:
Key \# : 22165
Requesting Agency: ITD
Project Year: 2024-2025
Total Previous Allocations: \$51,781
Total Programmed Budget: \$12,151
Total Cost (Prev. + Prog.): \$63,932

## 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.


## US 20/26, I-84 to SH-55 (Eagle Road), Canyon and Ada Counties

Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Asset Management
Requesting Agency: ITD
Project Year: 2027
Total Previous Allocations: \$0
Total Programmed Budget: $\$ 4,889$
Total Cost (Prev. + Prog.): \$4,889
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.


US 20/26, Middleton Road to Star Road, Ada and Canyon Counties

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
NHS-LOTTR
Active Transportation
Safety
System Performance


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 S | urce TECM |  | Prog | gram | tate Hwy - Saf | y \& Capacit | pacity) | ocal 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 | 24,151 | 0 | 0 | 0 | 24,151 | 0 | 24,151 |
| 2025 | 0 | 0 | 570 | 0 | 0 | 0 | 570 | 0 | 570 |
| Fund Totals: | 0 | 0 | 24,721 | 0 | 0 | 0 | 24,721 | 0 | 24,721 |
| Funding S | urce Leadin | Idaho | Prog | gram Leas | eading Idaho |  |  | ocal 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 | 3,000 | 0 | 0 | 3,000 | 0 | 3,000 |
| Fund Totals: | 0 | 0 | 0 | 3,000 | 0 | 0 | 3,000 | 0 | 3,000 |

## US 20/26, Middleton Road to Star Road, Demolition, Ada and Canyon Counties

Regionally Significant: $\square$ Inflated

TIP Achievement:
Key \# : 24389
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$0
Total Programmed Budget: \$2,533
Total Cost (Prev. + Prog.): \$2,533

## 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 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 | 0 | 2,008 | 2,008 | 0 | 2,008 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 2,008 | 2,008 | 0 | 2,008 |
| 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 | 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: $\qquad$ Inflated

## TIP Achievement:

Key \# : 24310
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 | TECN | rly Develo | ent Prog | am | CM Early D | opment |  | ocal 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 | 4,448 | 51,750 | 56,198 | 0 | 56,198 |
| Fund Totals: | 0 | 0 | 0 | 0 | 4,448 | 51,750 | 56,198 | 0 | 56,198 |

## US 20/26, Middleton Road to Star Road, Westbound, Ada and Canyon Counties

Regionally Significant: $\qquad$ Inflated

TIP Achievement:
System Performance
Safety
Requesting Agency: ITD
Project Year: 2024
Total Previous Allocations: \$0
Total Programmed Budget: \$82,268
Total Cost (Prev. + Prog.): \$82,268

## 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 | ce TECM | rly Develop | ent Pro | ram | M Early D | opment |  | cal Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2024 | 0 | 0 | 0 | 0 | 6,527 | 75,741 | 82,268 | 0 | 82,268 |
| Fund Totals: | 0 | 0 | 0 | 0 | 6,527 | 75,741 | 82,268 | 0 | 82,268 |

US-95, Parma North City Limit to l-84, Canyon and Payette Counties
Regionally Significant:
Inflated
TIP Achievement:
Key \# : 23167
Requesting Agency: ITD
Asset Management
Project Year: 2026
Total Previous Allocations: \$110
Total Programmed Budget: \$9,390
Total Cost (Prev. + Prog.): \$9,500

## 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).


## US-95, Parma North City Limit to Junction I-84, Canyon and Payette Counties

Regionally Significant:Inflated TIP Achievement:
Key \# : 24058
Asset Management
Requesting Agency: ITD
Project Year: 2029
Total Previous Allocations: \$0
Total Programmed Budget: \$2,042
Total Cost (Prev. + Prog.): \$2,042

## Project Description



Sealcoat US-95 from just south of the junction with US Highway 20 near the City of Parma to just south of the junction with Interstate 84 in Payette County. The treatment will maintain mobility and extend the life of the pavement ( $48 \%$ Canyon County and $52 \%$ Payette County).


US-95, Sign Face Replacement - FY2024
Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \# : 24079
Support
Requesting Agency: ITD
Project Year: 2025
Total Previous Allocations: \$0
Total Programmed Budget: \$816
Total Cost (Prev. + Prog.): \$816

## Project Description



Update and replace all sign faces along US-95 beginning at the Oregon state line through Owyhee County and Canyon County ending near the City of Payette.


## US-95, Wilder to Parma, Pavement Preservation, Canyon County

Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \# : 23162
Requesting Agency: ITD
Project Year: 2026
Total Previous Allocations: \$50
Total Programmed Budget: \$1,528
Total Cost (Prev. + Prog.): \$1,578

## 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.


Ustick Road, Black Cat Road to Ten Mile Road, Meridian
Regionally Significant: $\qquad$ Inflated
TIP Achievement:
Key \# : 200919
Requesting Agency: ACHD
Project Year: 2024
Total Previous Allocations: \$393
Total Programmed Budget: $\$ 4,124$
Total Cost (Prev. + Prog.): \$4,517
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 | ce Loca | gionally | ificant) | am | y - Local Pa | erships |  | cal 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 | 19 | 13 | 4,092 | 4,124 | 0 | 4,124 |
| Fund Totals: | 0 | 0 | 0 | 19 | 13 | 4,092 | 4,124 | 0 | 4,124 |

## Ustick Road, McDermott Road to Black Cat Road

Regionally Significant: $\qquad$ Inflated

TIP Achievement:
Key \# : 102502
Requesting Agency: ACHD
Project Year: 2026
Total Previous Allocations: \$0
Total Programmed Budget: \$10,818
System Performance
Active Transportation
NHS-LOTTR
Safety
Total Cost (Prev. + Prog.): \$10,818

## Project Description



Widen Ustick Road from two lanes to five lanes from McDermott Road to Black Cat Road in the City of Meridian including enhanced pedestrian and bicycle facilities on both sides of the roadway.

| Funding | ce Local | gionally S | ( | am | - Local P | erships |  | cal Match | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cost Year* | Preliminary Engineering | Preliminary <br> Engineering <br> Consulting | Right-of-Way | Utilities | Construction Engineering | Construction | Total | Federal Share | Local Share |
| 2025 | 0 | 0 | 4,320 | 0 | 0 | 0 | 4,320 | 0 | 4,320 |
| 2026 | 0 | 0 | 0 | 204 | 124 | 6,170 | 6,498 | 0 | 6,498 |
| Fund Totals: | 0 | 0 | 4,320 | 204 | 124 | 6,170 | 10,818 | 0 | 10,818 |

Ustick Road, Star Road to McDermott Road, Ada County
Regionally Significant: $\qquad$ Inflated

TIP Achievement:
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.

| Funding S | ce Local | gionally | ificant) Pr | am | wy - Local Pa | erships |  | ocal Match 100 | 0.00\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 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
TIP Achievement:
Key \# : RD207-24
Requesting Agency: ACHD
Project Year: 2024
Total Previous Allocations: \$704
Total Programmed Budget: \$6,370
Total Cost (Prev. + Prog.): \$7,074
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.

| Funding | ce Loca | gionally | ificant) | ram | - Local Pa | erships |  | cal 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 | 6,370 | 6,370 | 0 | 6,370 |
| Fund Totals: | 0 | 0 | 0 | 0 | 0 | 6,370 | 6,370 | 0 | 6,370 |

Regionally Significant: $\square \quad \square$ Inflated TIP Achievement:
Key \# : 22600
Requesting Agency: ACHD
Project Year: 2024-2025
Total Previous Allocations: \$785
Total Programmed Budget: \$5,969
Total Cost (Prev. + Prog.): \$6,754
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 S | rce 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 |
| 2024 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 46 | 4 |
| 2025 | 0 | 0 | 0 | 0 | 661 | 5,258 | 5,919 | 5,485 | 434 |
| Fund Totals: | 0 | 50 | 0 | 0 | 661 | 5,258 | 5,969 | 5,531 | 438 |

## APPENDIX F: PUBLIC COMMENTS

Provides verbatim comments received on the project list, as well as any amendments that require a public comment period.

## Summary of Public Comments

The disposition of individual comments is with the verbatim comments in this section. Questions submitted as part of public comments were answered, and all comments were provided to the Regional Transportation Advisory Committee and the COMPASS Board of Directors. Comments related to specific projects or studies were also forwarded to appropriate agencies.

A public comment period was held concurrently for an amendment to Communities in Motion 2050 (CIM 2050), the Draft FY2024-2030 Regional Transportation Improvement Program (TIP), and the air quality conformity demonstration J une $\mathbf{3 0}$ through July 31, 2023. COMPASS received 29 comments related to the draft FY2023-2029 TIP. Out of the 29 comments received, 6 comments were related to the air quality conformity demonstration.

No changes were made to the FY2024-2030 TIP project list, or the air quality conformity demonstration based on comments received.

## Public Comments Received (Verbatim)


#### Abstract

Draft FY2024-2030 Regional Transportation Improvement Program (TIP), proposed changes to the regional long-range transportation plan, Communities in Motion 2050, and the Air Quality Conformity Demonstration for Northern Ada County


Public Comment Period: June 30 - July 31, 2023
Total number of individuals submitting comments: 29
Email: 9 Online Comment Form: 15 Hard Copy Comment Form: $0 \quad$ Letter: 5

| Comment <br> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Method Received | Name, Zip Code, Affiliation |
| :---: | :---: | :---: | :---: |
| Comments on the proposed amendment to the regional long-range transportation plan, Communities in Motion 2050 |  |  |  |
| stop taking away vehicle lanes. All people will not be riding bikes. | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Online Comment Form | Cheri Silva, 83716 |
| My comments are pretty mujch summed up in No. 1 <br> 2/2 [See comment $1 / 2$ on page 3] | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Online Comment Form | 83617 |
| Greenbelt connection near 52nd seems like a much needed connection and long past due. | Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors. <br> Yes, transportation agencies in the Treasure Valley use a variety of strategies to improve the transportation system, such as providing buses, carpools, and bike paths; incentivizing telework; and optimizing how infrastructure works (e.g., using signal timing, restricting left turns, providing traveler information). Widening is often the last option considered. | Online Comment Form | Phillip Chaffee, 83704 |

## Comment

(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)
Comments on the proposed amendment to the regional long-range transportation plan, Communities in Motion 2050

| Comments on the proposed amendment to the regional long-range transportation plan, Communities in Motion 2050 |  |  |  |
| :---: | :---: | :---: | :---: |
| [See attachment on pages 13-14] | Thank you for your comments. They will be shared with the COMPASS Board of Directors. <br> On July 18, 2023, COMPASS staff met with the City of Middleton to review the status or the projects listed in the letter. | Letter | Jason Van <br> Gilder, City of Middleton |
| Thank you for considering an intersection at the Ustick location! | Thank you for your comments. They will be shared with the COMPASS Board of Directors. | Online Comment Form | Mark Pemble, 83605 |
| I-84 and Ustick Road Interchange- best idea on the list | Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, the City of Caldwell, the City of Nampa, the City of Middleton, and the COMPASS Board of Directors. | Online Comment Form | 83709 |
| An analysis shouldn't cost $\$ 1,000,000$. This is the definition of fraud, waste, and abuse. Who's conducting the analysis. What are their salaries and bonuses? Go $\mathrm{F}^{* * *}$ yourself | Thank you for your comments. They will be shared with the COMPASS Board of Directors. <br> COMPASS' Planning and Environmental Linkages (PEL) study is conducted by a third-party consultant. Their salary is not yet determined. | Online Comment Form | 83686 |
| What happened to the planning of researching the new interchanges between Sandhollow exit and Middleton exit on I-84. The Galloway bridge doesn't meet height requirement for the Interstate and should be in the planning. Loads are diverted to Highway 30 to avoid this overpass. | Thank you for your comments. They will be shared with the Idaho Transportation Department, Canyon Highway District, and the COMPASS Board of Directors. <br> An Interstate 84 Access Study, Sand Hollow (Exit 17) to State Highway $44 /$ Middleton (Exit 25), is identified in the regional long-range transportation plan, Communities in Motion 2050, as an unfunded study. This unfunded access study could include preliminary traffic analysis to help identify the need and/or location of an additional interchange. At this point, no funding is identified for this study. | Online Comment Form | 83607 |
| We definitely need affordable public transportation between Boise, Nampa and Caldwell | Thank you for your comments; they will be shared with the City of Boise, the City of Caldwell, the City of Nampa, Valley Regional Transit and the COMPASS Board of Directors. | Online Comment Form | 83687 |


| Comment <br> (The comments below are verbatim, as submitted by the <br> commenter. As such, typographical errors have not been <br> corrected.) |  | Cothod <br> Received | Name, Zip <br> Code, <br> Affiliation |
| :--- | :--- | :---: | :---: | :---: |
| Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program |  |  |  |

(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)

## Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program

I'm sorry if this is the wrong spot but all my Google searches bring me here. All I'm trying to do is comment on the commercial you have Airing right now of bicycle safety here in the Treasure Valley streaming on Roku for Channel 6 news station. The commercial is played quite often and every time I try to listen better as to why the message is being passed that to me as a bicyclist would be a no-brainer on getting hurt. You are passing amendments and programs improving transportation because we all know it is getting a little crowded. So I cannot understand why the commercial keeps repeating over and over that is okay to treat a stoplight as a stop sign and a stop sign is a yield sign! Regardless of what Idaho law states there is no way anyone can keep an eye on three different directions with hopes that oncoming traffic, people of all ages in a huge variety of different types of vehicles in the middle of summer with their windows up AC cranked music blaring while they are watching maps to doordash or checking up on the Instagram making it okay for a pedestrian to run a stoplight is a bad idea. Sure I wouldn't mind a million dollar lawsuit if I'm alive to spend it but around here I'm not going to chance it. The commercial also talks about reflective gear while riding although he is wearing dark clothing with a black vest. Having correct Visual aids that are what you are speaking about is vital for the development young minds and/or people with hearing disabilities. I will copy this post and place it around in a few different spots hopefully someone can see it and see where I'm coming from. Or will someone please contact me and let me know what I am missing here? Thank you for your time.
Generally, there are a lot of widening projects ( 35 in total I counted) am concerned about the quality of life that begins to deteriorate as we look more and more like Los Angeles, Pheonix and other sprawling cities that chose a 45 mph streets with 5-7 lanes. To see just one roundabout project in the TIP is a bit revealing as to the planning/engineering focus.

Thank you for your comments; they will be shared with the COMPASS Board of Directors.

Safety for everyone is a top priority at COMPASS and is the reason we sponsor these commercials. We appreciate the feedback and are sorry you feel they missed the mark. We will keep your feedback in mind for future iterations. As the commercials were a joint effort with the City of Boise, we have shared your feedback with them as well.

Thank you for your comments; they will be shared with the COMPASS board of directors.
Online

Comment Form
(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)

Method Received

Name, Zip Code, Affiliation

## Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program

| I still do not understand why we don't have a train line from Mt. Home to Ontario. | Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS board of directors. <br> Preparation for a future high-capacity service (which could be a train) in the Treasure Valley has been underway for many years and COMPASS is about to begin a large study, which will be a significant step forward in this process. However, the region does not have a way to pay to operate this type of service. Until that changes, a train - or other type of regional "high-capacity" transit cannot become a reality. | Email | Helen Cough |
| :---: | :---: | :---: | :---: |
| Hello! Thank you for making your proposed projects available for community members to view and make comments on. My comment is related to grave concern about delaying installation of a traffic signal at Hwy 45 and Locust until 2027. When pulling into the intersection from Locust it is very dangerous due to the high speed of cars traveling on Hwy 45. I realize it takes time to procure rights to land, engineering, construction bids, etc. But if there's any way you can make this project a higher priority it may literally save lives. There have been a number of serious accidents here already. In the meantime, I hope you might consider warning drivers to slow down by placing a roadside digital speed monitor along both lanes of Hwy 45 before reaching the Locust intersection. Although the speed limit is now posted at 45 (scary), many cars are still traveling at 50 or more (very scary) when they reach this crossing. Thank you for allowing me to add my two cents. | Thank you for your comments; they will be shared with the City of Nampa, the Idaho Transportation Department, and the COMPASS board of directors. | Email | $\begin{gathered} \hline \text { Jill Hallows } \\ 83686 \end{gathered}$ |
| I'm concerned with road widening in Boise particularly along state street. This seems like a project which will induce demand and create additional barriers for active transportation across State street. The few projects to connect Boise with multiuse pathways are good but it seems like its still a disconnected network and does not help Boise reach its transportation goals | Thank you for your comments; they will be shared with the City of Boise, the Ada County Highway District, and the COMPASS Board of Directors. | Online Comment Form | Phillip Chaffee, 83704 |

## Comment

(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been

## Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program

| Expand Ustick Road to four lanes from Linder Road west to business Interstate-84. Expand Idaho-55 to four lanes from Interstate-84 south to US-95. | Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors. | Email | Dave Barb |
| :---: | :---: | :---: | :---: |
| Expanding Hwy 44 from Hwy 16 to Star Road. This section is a nightmare for those living in Star and commuting through Star, especially during peak hours. | Thank you for your comments. They will be shared with the Idaho Transportation Department, the City of Star, and the COMPASS Board of Directors. | Online Comment Form | 83669 |
| Centennial Way Roundabout, Caldwell: Access to the greenbelt path should be considered for this design. | Thank you for your comments; they will be shared with the City of Caldwell and the COMPASS Board of Directors. | Online Comment Form | Mark Pemble, 83605 |
| ACHD suggested a bike route through my neighborhood which includes crossing Five Mile at K-Bar-T. There is no light at that location on Five Mile. Seriously think someone riding a bike can safely get across a 5 lane road without something to stop traffic? | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Online Comment Form | 83709 |
| Excess funds are directed towards Marketing. One-hundred percent of funds should be spent on staffing and infrastructure improvements. San Francisco's Trolley System was opened in 1935. At this time, the SF County population measured at 634,000 compared to 494,000 in Ada County for the year 2020. Salt Lake City's light rail was built between 1999-2003. Idaho is decades overdue for a rail system. A person who refuses to invest in their self is a failure of a person, and a government that refuses to invest in its citizens is a failure of a government. | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Online Comment Form | 83686 |
| Will this project [KN: 23833] include Detectable Warnings/Truncated Domes on the ramps? Truncated Domes have not been a requirement at curb ramps since 2010. <br> They are only required a raised rail platforms and federally funded transportation hubs. Federal funding of these projects does not cause compliance with DOT 406.8 The 2010 ADA Standards for Accessible Design deleted 406.8 that existed in prior versions. Although Detectable Warnings/Truncated Domes are still defined in the 2010 ADA document, nowhere are they mandated. My concern is that the DOJ-ADA division has known for decades that truncated domes are a safety hazard to the mobility impaired community. People who use walkers, manual driven | Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors. <br> Response from the Ada County Highway District: <br> Yes, all of our projects in Access to Opportunity include pedestrian ramps with detectable warnings and truncated domes. <br> ACHD has an obligation to uphold requirements for ADA. Our legal team's position is that truncated | Email | Mark, 83642 |

## Comment

(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been

## Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program

wheelchairs, canes, crutches, ankle and foot orthotics, prosthetic legs, and those who are simply unstable walking encounter serious risks trying to get past these monsters. There are no studies that show truncated domes provide a benefit to any ADA group except when used on elevated rail platforms. They were originally developed specifically for elevated rail platforms where they are beneficial to ADA limited people and people with no disability. To be precise, my wife is an amputee. She cannot step on the truncated domes with her prosthetic leg without great risk of falling. When they were installed in front of her office, she had to avoid the curb ramps and step up the vertical curb to get from her car to the sidewalk. Falling and breaking a hip as an amputee is a very serious risk. COMPASS does community studies. Study the use of truncated domes. I can help anybody understand the issues as I have studied them for 4 years. btw, ACHD has been installing hundreds of these monsters each year. Staff Attorney Scott Spears at ACHD refuses to update ACHDs standard to comply with the 2010 Standards for Accessible Design. he refuses to justify why ACHD continues to install these risky barriers. If my wife ever suffers an injury due to these barriers, ACHD will be liable.

Thanks for getting back to me. Scott Spears and ACHD are dead wrong. I've seen that pasted response before. They refuse to back it up with LAW. Guidelines are not law. The DOT only requires detectable warnings at public transportation facilities. The DOJ-ADA standards do not. https://www.ada.gov/law-and-regs/design-standards/2010stds/

The Access Board is in full support of detectable warnings but they correctly address them when they note: [ADA and ABA Accessibility Standards Standards issued under the Americans with Disabilities Act (ADA) include requirements for detectable warnings, as do similar standards issued under the Architectural Barriers Act (ABA) for federally
domes are still required by the DOT in
implementing the ADA.
Beyond federal requirements, our ADA Transition Plan, adopted by the Commission, also states "ACHD will seek to implement best practices such as PROWAG where deemed feasible and practical by qualified engineering staff."

Within the Public Right-of-Way Accessibility Guidelines (PROWAG) it states:
"R208 Detectable Warning Surfaces
R208.1 Where Required.
Detectable warning surfaces complying with
R305 shall be provided at the following locations on pedestrian access routes and at transit stops:

1. Curb ramps and blended transitions at pedestrian street crossings"

## Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program

funded facilities. Specifications in the ADA Standards and the ABA Standards address spacing, height, and diameter of truncated domes to ensure a distinctive yet uniform texture to the warning surface (§705). They also require that detectable warning surfaces contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light. Detectable warnings are required on curb ramps at certain transportation facilities and at rail station boarding platforms with unprotected drop-offs. Curb Ramps: Public Transportation Facilities ADA Standards for public transportation facilities issued by the Department of Transportation (DOT) require detectable warnings on curb ramps. They must extend the full width of the curb ramp (exclusive of flared sides) and extend either the full depth of the curb ramp or 24 inches deep minimum measured from the back of the curb on the ramp surface ( $\$ 406.8$ ). This requirement is unique to DOT's ADA Standards (2006), which apply to facilities used by state and local governments to provide public transportation. Other types of facilities covered by the ADA are subject to standards issued by the Department of Justice (DOJ). Neither DOJ's ADA Standards (2010) nor the ABA Standards, which apply to federally funded facilities, require detectable warnings on curb ramps. However, the Access Board is developing new guidelines that will address access to public rights-of-way, including detectable warnings on curb ramps.] I have never argued against detectable warnings at public transit facilities. They are being improperly installed at generic curb ramps without justification. The Proposed Guidelines requiring detectable warnings are not codified into any statute or standard. As I pointed out, 406.8 is absent from the DOJ-ADA Accessible standards. 406.8 only exists in the DOT standards for public transit facilities. COMPASS, charged with benefiting the entire population, should do the research. Call or contact the DOJ-ADA division. They will confirm that detectable warnings are not required. Survey the people who receive your emails with a target of the people with mobility limitations. This is not a virtue signalling or guilt accommodation by able bodied

## Comment

(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been

## Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program

## people. It is a serious barrier and physical risk to the

 mobility challenged. Everybody I have mentioned this to just recites wrong information and when challenged, they just repeat their wrong information. Scott Spears appears to be a very powerful attorney who refuses to answer legitimate questions. Every time I need to help my wife get past these monsters, I think of how many others struggle with them to. ACHD is continuing to remove existing, ADA approved curb ramps and replacing them with curb ramps with truncated domes. These changes are costing taxpayers millions of dollars that could be used for much more needed projects. One quote I saw suggested $\$ 3500$ per 2 ramp corner. Are these cash cows used to enrich the construction companies? ACHD says they do not have the funds to upgrade a signaled pedestrian crosswalk on Ten Mile to a much needed HAWK. Please, Josie, Do the research to see the facts that ACHD is denying.[See attachment on pages 15-16]

I would love to see the 3 Rivers Crossing and another offramp to connect to that crossing come about. This would take traffic off Eagle Roads, provide a much needed off freeway off ramp between the 10 miles of Cole to Eagle Roads, and make traffic more efficient. This area is only growing and by prioritizing this project, we can save millions of dollars later.
If indeed, as is stated in your plans, you wait until 2027 to seal coat Hwy 21 you will be lucky if there is a pavement surface left to seal coat. It is badly cracked now, and winter damage was significant in 2022-23. Further winter damage can be anticipated in the years leading up to 2027, as cracks continue to widen and spall, and pot holes become more numerous.
[See attached letter on pages 17-18]

(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)
Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program
Roundabouts only work where there is little traffic. When on a busy street or at a busy time, those on the side that have a YIELD sign, do not get a chance to enter. And it is not a problem with informing drivers on how they work. Thanks for listening, try it yourself in a really busy, like 5 pm rush hour on a busy street, you on the side street.
I think there should be lots of bus routes in Meridian and also to and from Boise. There are many residents of Meridian that are seniors and others that do not drive. Our city is still growing and we need affordable transportation. Major intersections on Eagle Road, Franklin, Fairview, Ustick, Chinden, should be rebuilt with bridges to allow thru traffic on Eagle and the crossing road to pass without stopping at a red light.
Nearly every project details bike and pedestrian improvements but ignores vehicles. Federal dollars come with strings. It is very obvious the funding is anti personal vehicle.
We definitely need affordable public transportation between Boise, Nampa and Caldwell

Tye public transportation sudtem in the Treasure Valley is totally inadequate! I would love to use an efficient light rail or bus to work on Eagle from SE Boise. It is expensive and impacts the number of cars on the road for my commute. I teach students aboyt daily living that includes teaching how to get to work but tgere is no system. Thectreasure Valley has grown in population so a bus/ light rail is justified for publuc use. When I travel to Portand, OR I use trimet from thecairport to downtown. It is a greatcway to commute and many citizens use it.. Please consider a light rail and bus service that connects Boise to Caldwell, Nampa, Eagle and Star. Thank you!
[See attachment on pages 19-20]

Thank you for your comments; they will be shared with the COMPASS Board of Directors.

Thank you for your comments; they will be shared with the City of Meridian, the City of Boise, Valley Regional Transit and the COMPASS Board of Directors.
Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, and the COMPASS Board of Directors.
Thank you for your comments; they will be shared with the COMPASS Board of Directors.

Thank you for your comments; they will be shared with the City of Boise, the City of Nampa, the City of Caldwell, Valley Regional Transit, and the COMPASS Board of Directors.
Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, the City of Caldwell, the City of Nampa, the City of Eagle, the City of Star, and the COMPASS Board of Directors.

Thank you for your comments; they will be shared with the City of Caldwell, Canyon Highway District, and the COMPASS Board of Directors.
Th

|  |
| :--- |
| Thank you for your comments; they will be shared <br> with the City of Caldwell, Canyon Highway District, <br> and the COMPASS Board of Directors. |

etter

Name, Zip Code, Affiliation

| Email | NA |
| :---: | :---: |
| Online <br> Comment <br> Form | 83714 |
| Online <br> Comment <br> Form | 83704 |
| Online <br> Comment <br> Form | 83687 |
| Email | Kris <br> Crookham |
| Letter |  |

## Comment

(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)

## Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program

Buses on Sundays! And after 6PM! Please \& thank you
Thank you for your comments; they will be shared
Letter
NA
[See full size attachment on page 21] with Valley Regional Transit and the COMPASS Board of Directors

| Comment <br> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Method Received | Name, Zip Code, Affiliation |
| :---: | :---: | :---: | :---: |
| Comments on the Associated Air Quality Conformity Demonstration |  |  |  |
| stop taking away car lanes, and replacing them with bike lanes. | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Online Comment Form | Cheri <br> Silva, <br> 83716 |
| I don't see the need to spend $\$ 3 \mathrm{M}$ on an environmental impacts study to widen HWY55. 5 lanes to 7 lanes will place children and teenagers at risk to develop chronic obstructive pulmonary disease (OCPD). A study if done, should also produce insights on how massive highway projects bifurcate communities, create more safety hazards for all modes of travel, create more congestion, and diminish the quality of life of residents of Idaho. In my opinion, 7 -lanes of traffic is a terrible idea no matter where you live. https://www.lung.org/clean-air/outdoors/who-is-at-risk/highways | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Online Comment Form | 83704 |
| best move was to eliminate the emission testing | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Online Comment Form | 83709 |
| Again, you are chasing federal $\$ \$$ and the significant strings they come with. Most of the improvements are spurious at best and do not address the needs of $95 \%$ of the population that drives. | Thank you for your comments; they will be shared with the COMPASS Board of Directors. | Online Comment Form | 83704 |
| Public transportation will cut back on pollution. | Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors. | Online Comment Form | 83687 |

(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been
corrected.)

## Staff Response

Comments on the Associated Air Quality Conformity Demonstration
Current plan of road widening looks to induce demand and increase vehicle miles traveled. Have the agencies looked in to alternatives to road widening?

Mr. Gallup, Thank you for reaching out i appreciate COMPAS's Willingness to engage. As part of this road widening project was there research done to make sure widening the road won't lead to an increase in VMT? If so is there a way for the public to get a copy of the report? Also can you provide examples of where in this area Compass tried providing alternatives such as multi-use pathways or dedicated bus lanes to try and encourage people to leave the car at home? My concern is that I am unaware of any instance in the U.S. where widening roads has led to a reduction in traffic congestion over a 10 year period, when a region has has any sort of population growth. Typically it just increases traffic as was/is the case with the Katy (sp?) freeway in Houston. Again, thank you for your time.

Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.

Yes, transportation agencies in the Treasure Valley use a variety of strategies to improve the transportation system, such as providing buses, carpools, and bike paths; incentivizing telework; and optimizing how infrastructure works (e.g., using signal timing, restricting left turns, providing traveler information). Widening is often the last option considered.

## Response from the Ada County Highway District:

Throughout the State Street effort, over the past 20 years several plans and documents have been created to analyze treatments and operations along the corridor. The
https://www.buildabetterstatestreet.org/ is the best location to reference all of these, including the recently completed State Street Transit Operational Analysis, which examines throughput and VMT based on several scenarios.

Method Received

Phillip Chaffee, 83704

## Online Comment Form/Em

 ailJuly 10, 2023

Community Planning Association (COMPASS)
700 NE 2nd Street, Suite 200
Meridian, ID 83642
Sent via email to: info@compassidaho.org

## RE: CIM 2050 Public Comments

## To Whom it May Concern

The City of Middleton requests that the following projects be added to the Communities in Motion 2050 plan.

## Cemetery/ SH44 Intersection Signalization

Precision Engineering's 4/10/2023 final report on the SH-44, Emmett Rd to Duff Ln, Middleton Traffic study found,

Installation of a traffic signal at Cemetery Ln is the suggested next operational improvement that will be most effective in improving traffic flow through the City of Middleton and particularly the area adjacent to Middleton Middle School. Additionally, signalizing the Cemetery Rd intersection would improve mobility by providing a signalized north-south crossing of $\mathrm{SH}-44$. Currently there are none within Middleton.

## South Middleton Road Straightening.

This project would re-construct South Middleton Road to align with North Middleton Road and install a signalized intersection at SH44 and Middleton Road.

SH44 Signalization of the arterial intersections along SH44 within the Middleton Area of Impact.
These intersections include:

- Old Hwy 30
- Emmett Road
- Duff Lane
- Lansing Lane
- And Kingsbury Road

While each of the above intersection projects may be a component of the State Highway 44, Interstate 84 (Exit 25) to Star Road project (CIM 2050 Priority Roadway Projects - State \#5),
these projects are likely to be necessary based on development in the area independent of the State's study to add additional lane capacity on SH-44.

## Pathway Map

The Unfunded Regional Pathway Priorities list should include the Proposed Pathways shown on Compass' current Bike Walk Map in the Middleton Area of Impact.

Thank you for your consideration of these projects. Please contact me at 208-585-3133 if you have any further questions.

Jason Van Gilder
Public Works Director

# FACTS <br> <br> The Foundation for Ada / Canyon Trail Systems <br> <br> The Foundation for Ada / Canyon Trail Systems <br> <br> factsidaho.org 

 <br> <br> factsidaho.org}

July 19, 2023
Idaho Transportation Department
Attn: Office of Communication
PO Box 7129
Boise, ID 83707-11
Re: Linder Road Overpass
To Whom it May Concern:
The Foundation for Ada/Canyon Trail Systems', Inc. (FACTS) Board of Directors have asked me to provide input to you regarding the proposed Idaho Transportation Department's (ITD) Linder Road Overpass project. (Refer to ITD Early Development Program Key Number 24099). We understand that ITD will be refining the project design during the summer of 2023.

We are pleased that the Idaho Transportation Department (ITD) is planning an improved passage for pedestrians and bicyclists by widening Linder Road over I-84 and its approaches. Our concern relates to the multiuse pathway design for pedestrians and bicyclists. We are aware that the preliminary engineering design indicates a 10 -foot pathway. We strongly urge that this pathway on each side of the project area be expanded to 14 feet.

We feel there is ample evidence demonstrating the inadequate width of this mult-iuse path as follows. This evidence includes:

- "The Federal Highway Office of Safety \& Highway Capacity Manual" stresses that sidewalks/pathways directly behind curb and retaining walls/ barricades reduce functional width by 1.5 feet each side. This means that the width of this multiuse pathway is functionally only 7 feet wide creating significant conflicts with passing pedestrians, wheeled users, and bicyclists.
- ITD's "Roadway Design Manual (August 2013)," Appendix A, pages 43-44 provides that "paths should be 12 feet wide in areas with high bicycle volumes or when used by a combination of bicyclists, pedestrians, skaters, and joggers. $\underline{A}$ minimum 2 feet clear zone should be maintained adjacent to both sides of the pathway to provide clearance from poles, trees, fences, and other obstructions."

The impact of this narrow 10 -foot width multiuse pathway creates the following issues:

- The bridge rail and parapet/fence are close enough to the pathway to cause pathway users to drift towards the centerline or into adjacent lanes.
- Even when properly designed and delineated, there is an increased risk of a pathway collision with a bridge end closer to the edge of traveled way.
- There will be handlebar conflicts with bridge railings, causing bicyclists to veer away from these obstacles.

The Foundation for Ada/Canyon Trails Systems, Inc. ("FACTS") is an Idaho non-profit corporation recognized by the IRS as a 501 (c) (3) charitable and educational corporation. Our Foundation has been in existence since 1987 and has since worked with governmental agencies and private entities in the planning, development, and improvements of pathway systems supporting Active Transportation. FACTS has a primary mission of facilitating and advocating the development of greenway and pathway systems throughout Ada and Canyon counties in Idaho.

Respectfully,

William F. Gigray
FACTS President

CC:
City of Meridian
Community Development
ATTN: Miranda Carson, Comprehensive Associate Coordination Planner
33 E. Broadway Ave., Suite 102
Meridian, Idaho 83642
Community Planning Association of Southwest Idaho (COMPASS)
ATTN: Matt Stoll, Executive Director
700 NE 2nd Street, Suite 200, Meridian, ID 83642

Ada County Highway District
ATTN: ACHD Commissioners
Executive Director Bruce Wong
3775 Adams St.
Garden City, ID 83714
ek/W: Work FFFACTSLinder Overpass Project 2023.07.19 Lir to ITD Re Cinder Overpass Project.docx

John Overton Jessica Perreault Luke Cavener

July 26, 2023

## ITD - Draft ITIP Comment

Attn: Office of Communication
P.O Box 7129

Boise, ID 83707-1129
As the State of Idaho continues to grow, providing for the mobility needs of our residents and businesses will be key to continued success. This letter is the City of Meridian comments to the FY2024-2030 Draft Idaho Transportation Investment Program (ITIP) which outlines the proposed transportation priorities to address those needs.

We are supportive of the effort of the Idaho Transportation Department (ITD) to advance the design of the Linder Road overpass project with the allocation of early development design funding in the ITIP. Construction of the overpass and associated roadway widening north and south of the Interstate are critical improvements needed as soon as possible if our region is to have an efficient, effective, and integrated roadway network to transport goods and services. Without the Linder Road overpass, the functionality of the interchanges at Ten Mile and Meridian will degrade further, as these facilities are struggling to meet the needs of current users and will continue to get worse if nothing is done while the Valley continues to grow.

With the recognition of its importance through the planning of construction funding for the roadway, Meridian made a commitment to this project in 2023 and allocated $\$ 2.5$ million from our general fund. That commitment has funded design of the overpass and the associated widening which is scheduled to reach substantial completion in early 2024. Additionally, the Ada County Highway District (ACHD) has signaled the readiness to execute this crucial project. The current draft of their Integrated Five-Year Work Plan (IFYWP), 2024-2028, has programmed funding for the acquisition of right of way in FY24 and FY25, with construction of the roadway portions of this project scheduled in FY26. In order to align the construction of this project, we ask that ITD also provide funding dollars for construction of the Linder Road overpass to be included in the FY2024-2030 ITIP.

The new overpass over I-84 at Linder Road will provide additional capacity and north-south connectivity between Kuna, Meridian and Eagle. The City believes that the overpass over I-84 at Linder Road is one of the most critical improvements that ITD can make - it will improve safety, have a positive impact on economic development and improve mobility of our region and the State of Idaho.

With the allocation of early development design funding and the steps taken by ACHD to programming the funding for roadway construction in their IFYWP, we encourage ITD to include funding for the construction of Linger Road overpass in the FY2024-2030 ITIP. Taking this step will align with ACHD, and further the effort to construct this critical improvement as soon as possible.

cc: Bill Moad, Chairman, Idaho Transportation Board
Scott Stokes, Director
Caleb Lakey, District 3 Engineer
Caleb Hood, City of Meridian Planning Manager

Comments on 2024-2030 Regional TIP * July 31, 2023
Comment 1: Roundabout on Centennial Way Key\#13905
Comment 2: Supporting any public transit that will bring people who would like to work near this intersection, in the Simplot corridor, or in downtown Caldwell.
Comment 3: Orchard Street Caldwell Key \#22602

## \#1 Centennial Way Roundabout

I work at the corner of Simplot Blvd and Paynter Ave at Crookham Company. This intersection has been difficult to navigate for anyone who works here.

There are a lot of big rigs hauling agricultural equipment that use this intersection. Also, produce is hauled in, and products are hauled out. The roundabout will need to handle these wide loads.

Secondly, workers from the industrial corner cross Simplot Blvd to access food at the gas station and the BBQ food truck by the car wash at the Paynter intersection and Simplot Blvd. This is difficult and looks dangerous. For those who live to the Southwest of Simplot Blvd., and who would like to walk or bike to the parks on the Northside of Simplot Blvd, it is also difficult to cross this intersection. Some sort of cross walk will need to be addressed so that people can access the open spaces and parks on either side.
\#2 I'd like to support public transportation for anyone who would like to work near the intersection of the round about and the industrial park near it, in downtown Caldwell, and along the industrial corridor of Simplot Blvd that might live along the I84 corridor, or the Wilder or Middleton area.

\#3 Orchard Street by Lake Lowell in Caldwell
The addition of the shoulders will be helpful in sharing the road with bikers and pedestrians; however, their safety will still be in jeopardy without reducing the number of cars that use this route as a short cut and reducing their speed. People have figured out that by using Orchard Street they can avoid Highway 55. This problem will not lessen with the widening of Highway 55 as indicted in ITD's traffic operational analysis report on highway 55 and the time that people will be spending at stoplights there. This report covers operations through 2040. It is time to look at calming the speed of the vehicles on Orchard now. I would like to suggest this be wrapped into this design and speed bumps, humps, or tables, or changing the road texture be considered. I do believe that some sort of road texture should mark the boundaries of the cycle/walk shoulder and the main road. I would also investigate signage that says to watch out for pedestrians and cyclists, and mark the shoulder well with wide lines showing the shoulder area.

Respectfully,
Kris Crookham
Work
301 Warehouse Street
Caldwell ID 83605
Residence
1957 E Mortimer Dr
Boise, ID 83712

Buses on Sunday g!
and after Com! place \& thank you

## Public Comments Received (Verbatim)

## Amendment \#2 to Communities in Motion 2050 (CIM 2050), Amendment \#4 to the FY2023-2029 Regional Transportation Improvement Program (TIP), and Amendment \#1 to the FY2024-2030 TIP

Public Comment Period: September 1 - September 17, 2023
Total number of comments received by COMPASS: 8

## Topics:

The proposed amendment to CIM 2050 would add a project to realign Middleton Road in the City of Middleton north of the roundabout at Sawtooth Lake Drive to State Highway 44.

The proposed amendments to the TIPs would add the same Middleton Road project, as well as projects to replace the Fairview Avenue Bridge over the Boise River between North Garden Street and Whitewater Park Boulevard and the Emerald Street Bridge over Interstate 184.

| Comment <br> (The comments below are verbatim, as submitted by the <br> commenter. As such, typographical errors have not been <br> corrected.) | Name, Zip <br> Code, <br> Affiliation |
| :--- | :--- | :--- |
| I am all for your plans that includes bike and pedestrian lanes. | Thank you for your comments; they will be <br> shared with the Ada County Highway District, the <br> City of Middleton, and the COMPASS Board of <br> Directors. |
| I'm 100\% in support of the Emerald Street Bridge <br> pedestrian enhancements on both sides of the bridge <br> replacement. A multi-use protected pathway on both sides <br> would serve the most people. | Thank you for your comments; they will be <br> shared with the Ada County Highway District and <br> the COMPASS Board of Directors. |
| Hi! This is transportation related, please forward to the <br> department it belongs to.... Can we make it an idaho law that <br> every school bus has seat belts for the kids? Especially after <br> the recent Y bus rollover, I think we can all see our kids <br> deserve to be safe when being transported anywhere. It's the <br> law in any other moving automobile, school busses need to <br> follow this law as well. Thank you, | Thank you for your comments; they will be <br> shared with Valley Regional Transit and the <br> COMPASS Board of Directors. |


| Comment <br> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation |
| :---: | :---: | :---: |
| The proposed Amendment sounds good | Thank you for your comments; they will be shared with the Ada County Highway District, the City of Middleton, and the COMPASS Board of Directors. | Mac McOmber |
| Can you submit a map of the proposed projects please? Thank you | Thank you for your comments; they will be shared with the Ada County Highway District, the City of Middleton, and the COMPASS Board of Directors. <br> Middleton Road Realignment | K. Young |


| Comment <br> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.) | Staff Response | Name, Zip Code, Affiliation |
| :---: | :---: | :---: |
|  | Emerald Street, Camelot Drive to Raymond Street <br> Fairview, North Garden Street to Whitewater Park Boulevard <br> Garden City Main St |  |
| Hi! Is there a place to ask that Amtrak be reinstated through boise? Making the depot a real depot again so commuters can connect to California or go the other way to Denver and beyond ? Thanks! | Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, and the COMPASS Board of Directors. <br> Submitting a comment is a great way to make your voice heard! The COMPASS Board of Directors consists of elected officials from across the Treasure Valley. We also forward on these comments to pertinent agencies. | NA |


| $\begin{array}{l}\text { Comment } \\ \text { (The comments below are verbatim, as submitted by the } \\ \text { commenter. As such, typographical errors have not been } \\ \text { corrected.) }\end{array}$ |  | Staff Response |
| :--- | :--- | :--- |\(\left.] \begin{array}{c}Name, Zip <br>

Code, <br>
Affiliation\end{array}\right]\)


[^0]:    ${ }^{1}$ Communities in Motion 2050: https://cim2050.compassidaho.org/

[^1]:    ${ }^{3}$ TIP web page: https://www.compassidaho.org/prodserv/transimprovement.htm
    ${ }^{4}$ COMPASS Participation Plan: https://compassidaho.org/wpcontent/uploads/COMPASS_ParticipationPlan_English_Final_082021.pdf
    ${ }^{5}$ COMPASS website: https://compassidaho.org/

[^2]:    ${ }^{8}$ Facebook: www.facebook.com/compassidaho
    ${ }^{9}$ Twitter: https://twitter.com/COMPASSIdaho
    ${ }^{10}$ Instagram: www.instagram.com/compassidaho/
    ${ }^{11}$ Brochure (English): https://compassidaho.org/wp-
    content/uploads/TIPPCBrochure 2023.pdf
    12 Brochure (Spanish): https://compassidaho.org/wpcontent/uploads/TIPPCBrochure_Spanish2023.pdf

[^3]:    ${ }^{13}$ Congestion Management Process: https://compassidaho.org/congestion-management/
    ${ }^{14}$ COMPASS Application Guide: https://compassidaho.org/resourcedevelopment/

[^4]:    ${ }^{15}$ Congestion Management Systems Process: https://compassidaho.org/wpcontent/uploads/2022CongestionManagementSystemTechnicalDocument.pdf

[^5]:    ${ }^{16} 2022$ CMP Annual Report: https://compassidaho.org/wpcontent/uploads/2022CongestionManagementSystemReport.pdf

[^6]:    ${ }^{17}$ ACHD Strategic Plan (2016): https://www.achdidaho.org/AboutACHD/StrategicPlan.pdf
    ${ }^{18}$ ACHD IFYWP 2021-2025: https://engage.achdidaho.org/integrated-five-year-work-planifywp
    ${ }^{19}$ ACHD Master Street Map (2020): https://www.achdidaho.org/Documents/Projects/MasterStreetMap_11x17.pdf ${ }^{20}$ City of Nampa Transportation Master Plan (2019):
    https://cityofnampa.us/DocumentCenter/View/10677/2019-Transportation-Master-Plan${ }^{21}$ ACHD Impact Fees:
    https://achdidaho.org/Departments/Engineering/DevelopmentServices/impactFees.aspx
    22 Mid-Star Service Area for Impact Fees: https://www.canyonhd4.org/about-us/what-we-do/impact-fees/
    ${ }^{23}$ City of Nampa Impact Fees: https://www.cityofnampa.us/1261/Development-ImpactFees

[^7]:    ${ }^{24}$ Idaho Code 67 Chapter 82:
    https://legislature.idaho.gov/statutesrules/idstat/Title67/T67CH82/

[^8]:    ${ }^{25}$ Congestion Management System Technical Document : https://compassidaho.org/wp-

[^9]:    ${ }^{26}$ CIM 2050 Goals: https://cim2050.compassidaho.org/wpcontent/uploads/2022/07/CIM 2050 Performance Measures Final.pdf

[^10]:    ${ }^{28}$ Transportation Development Plan: https://www.valleyregionaltransit.org/planning/tdp/
    ${ }^{29}$ Transit Asset Management Plan: https://www.valleyregionaltransit.org/wpcontent/uploads/2021/08/2021TAMPlan.pdf

[^11]:    ${ }^{30}$ COMPASS TIP Viewer:
    https://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=b0a54a77f8d047aa 9b8b479347cc0463 (Contact COMPASS staff if you need assistance at 208-855-2558.)

[^12]:    ${ }^{31}$ COMPASS TIP Viewer:
    https://compassidaho.maps.arcgis.com/apps/Cascade/index.html?appid=b0a54a77f8d047aa 9b8b479347cc0463 (Contact COMPASS staff if you need assistance at 208-855-2558.)

[^13]:    ${ }^{32}$ Link to Valley Connect 2.0: www.valleyregionaltransit.org/planning/valley-connect-2-0/
    ${ }^{33}$ Link to the VRT Transportation Development Plan:
    https://www.valleyregionaltransit.org/planning/tdp/
    ${ }^{34}$ Link to 2024 Proposed Network Redesign:
    https://www.valleyregionaltransit.org/planning/service-changes/

[^14]:    352021 Congestion Management Annual Report: https://compassidaho.org/wpcontent/uploads/TreasureValley_AnnualCongestionManagementSystemReport_2021.pdf

[^15]:    ${ }^{36} 2021$ Congestion Management Annual Report: https://compassidaho.org/wpcontent/uploads/TreasureValley_AnnualCongestionManagementSystemReport_2021.pdf

[^16]:    ${ }^{37}$ Congestion Management Process: http://www.compassidaho.org/prodserv/cms-intro.htm

[^17]:    38 Northern Ada County Maintenance Plan:
    https://www2.deq.idaho.gov/admin/LEIA/api/document/download/15913

[^18]:    ${ }^{39}$ On May 17, 2013, EPA announced receipt of the maintenance plan and issued determination of adequacy of the motor vehicle emission budgets for transportation conformity purposes.

[^19]:    ${ }^{40}$ Funding Terms Fact Sheet: https://compassidaho.org/transportation-improvementprogram/\#understandingTIP

