



*Working together to plan for the future*

## FY2025-2031 Regional Transportation Improvement Program

Report No. 10-2024

Adopted by the COMPASS Board of Directors on August 19, 2024

Resolution No. 15-2024

Modified: September 5, 2024

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

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Attachment 1

**RESOLUTION NO. 15-2024**

**FOR THE PURPOSE OF APPROVING THE  
FY2025-2031 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

**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 require metropolitan planning organizations to develop and approve a transportation improvement program;

**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 from July 1 through July 31, 2024, and 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 FY2025-2031 Regional Transportation Improvement Program for Ada and Canyon Counties, 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 FY2025-2031 Regional Transportation Improvement Program.

**ADOPTED** this 19<sup>th</sup> day of August 2024.



**By:** \_\_\_\_\_  
**Trevor Chadwick, Chair  
Community Planning Association  
of Southwest Idaho Board of Directors**

**ATTEST:**

**By:**  \_\_\_\_\_  
**Matthew J. Stoll, Executive Director  
Community Planning Association  
of Southwest Idaho**

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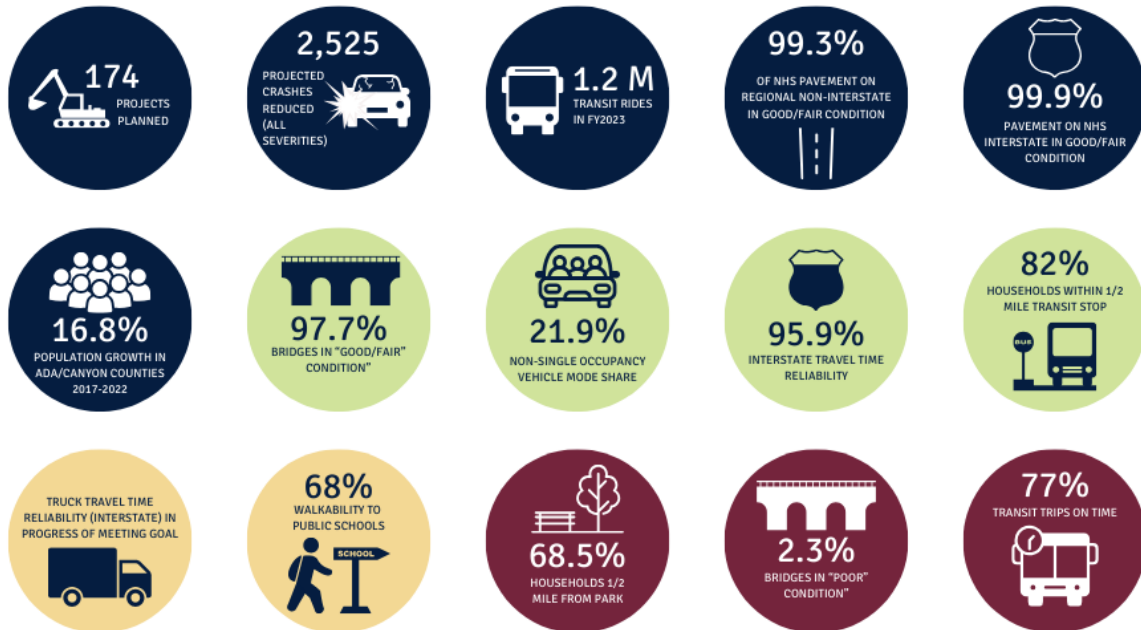
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TOTAL BUDGETED FOR TRANSPORTATION  
IMPROVEMENT PROJECTS IN THE TREASURE VALLEY

**IN A  
NUTSHELL**  
TOTAL BUDGETED OVER SEVEN YEARS  
**\$1,291,203,000**

\*INFLATED COSTS



- Key:
- General Information
  - Meets Target
  - In Progress Toward Target
  - Not meeting Target

More detailed information is available in the [Change in Motion Report<sup>1</sup>](#) and throughout this report.

<sup>1</sup> Change in Motion Reports: <https://compassidaho.org/change-in-motion-reports/>



## INTRODUCTION

A regional transportation improvement program (TIP) is a short-range (seven-year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The Statewide Transportation Improvement Program (STIP) is the state's short-range capital improvement program. The Idaho STIP references Ada County and Canyon County projects via the Community Planning Association of Southwest Idaho's (COMPASS') TIP. Although the TIP and STIP reflect projects programmed between FY2025 and FY2031, federal agencies only recognize the first four years of the programs. Therefore, all analysis details the federally recognized portion of the programs: FY2025-2028.

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 Middleton
- City of Nampa
- City of Notus
- City of Parma
- City of Star
- City of Wilder
- Greater Boise Auditorium District
- Highway District No. 4
- Idaho Department of Environmental Quality
- Idaho Transportation Department (ITD)
- Office of the Governor
- Central and Southwest District Health
- Valley Regional Transit (VRT)
- West Ada School District

The TIP must be consistent with the regional long-range transportation plan, [\*Communities in Motion 2050\*<sup>2</sup>](#) (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. 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, the status of

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

projects in the first year of the previous TIP is posted [online](#)<sup>3</sup> by the end of each calendar year.

This document includes all federally and state-funded projects and those non-federally funded projects deemed “regionally significant.” The TIP projects identified 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 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 violated the federal standard for two air pollutants – carbon monoxide and coarse particulate matter (airborne dust and other particles; referred to as “PM10”) in the 1980s and early 1990s and was a “maintenance area” for these pollutants until December 2022 (carbon monoxide) and November 2023 (PM10). As of the end of November 2023, Northern Ada County is no longer an air quality maintenance area.

This report includes additional detail in the following appendices:

- **APPENDIX A – FUNDING TYPES AND ACRONYMS**, provides a way to decipher transportation and federal jargon.
- **APPENDIX B – TRANSIT RIDERSHIP**, provides tabular and graphical representation of transit ridership in FY2023.
- **APPENDIX C – HISTORICAL AND PROJECTED BUDGET DATA**, provides additional information about transportation agency budgets.
- **APPENDIX D – PRIOR YEAR PROJECTS**, provides a list of projects that are still active, but no longer have budgeted funds. Projects could still need additional funding or release excess funding throughout the life of this program.
- **APPENDIX E – LIST OF PROJECTS**, provides a detailed list of projects that are funded with federal or state funds, or considered “regionally significant,” no matter the funding source.
- **APPENDIX F – PUBLIC COMMENTS**, provides a summary as well as verbatim public comments received on the project list and all amendments that require a public comment period.

<sup>3</sup> Annual Listing of Projects: <https://compassidah.org/transportation-improvement-program/#annual>

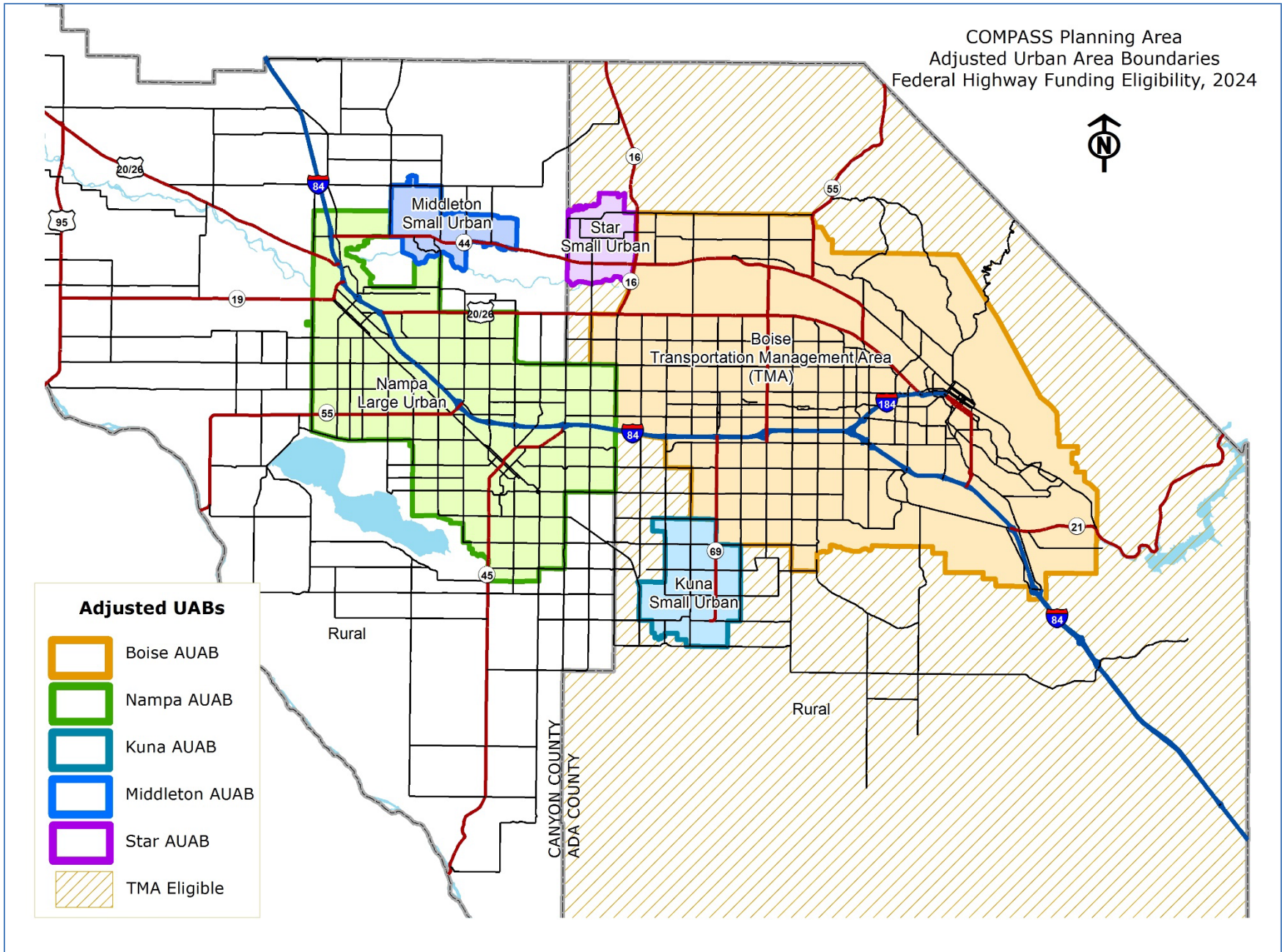


Figure 1: COMPASS Planning Area

## I. INFLATION FACTORS

The Federal Highway Administration (FHWA) requires all reporting documents to show project costs in the year of expenditure. This means project costs must reflect 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](#)<sup>4</sup> 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 before 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, the requirements and recommendations outlined in the 2021 [COMPASS Participation Plan](#)<sup>5</sup> (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 2023.

**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 FY2025-2031 TIP project list was solicited from July 1-31, 2024. The public comment period was promoted through the COMPASS [website](#)<sup>6</sup>, COMPASS social media accounts, online community calendars, a news release, newspaper advertisements, legal notices, email blasts, and postcards.

In addition to the TIP, public comments on a proposed amendment to CIM 2050, were also solicited during the comment period.

<sup>4</sup> TIP web page: <https://www.compassidaho.org/prodserv/transimprovement.htm>

<sup>5</sup> COMPASS Participation Plan: [https://compassidaho.org/wp-content/uploads/COMPASS\\_ParticipationPlan\\_English\\_Final\\_082021.pdf](https://compassidaho.org/wp-content/uploads/COMPASS_ParticipationPlan_English_Final_082021.pdf)

<sup>6</sup> COMPASS website: <https://compassidaho.org/>

COMPASS website. All draft TIP materials were available on the [“Comments and Questions” web page](#)<sup>7</sup> from July 1-31, 2024.

Public comment materials posted online included detailed and basic project lists, a “major changes” list, 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 Monday, July 15, 2024, from 3:00-6:00 PM at the COMPASS Office in the first-floor board room.

COMPASS also posted a [virtual presentation](#)<sup>8</sup> (Figure 2) on YouTube.

Libraries. COMPASS distributed TIP materials to 22 different library locations throughout the Treasure Valley.



Figure 2: COMPASS TIP Virtual Presentation

Legal Notice. COMPASS published a legal notice for the TIP public comment period in the *Idaho Statesman* on July 3, July 5, and July 10 and the *Idaho Press* on July 2, July 3, and July 5.

Display Advertisements. Display advertisements (Figure 3) promoting the public comment period and open house (as appropriate) appeared in:

- *Idaho Statesman*: July 12, July 19, and July 26, 2024
- *Idaho Press/Meridian Press*: July 9, July 16, and July 23, 2024

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

Email and Mail. COMPASS sent four emails to 5,859 people publicizing the TIP public comment period. COMPASS mailed 11 postcards on July 1, 2024, to interested individuals who prefer to be contacted via US Mail.

<sup>7</sup> COMPASS “Comments and Questions”:  
<http://www.compassidaho.org/comm/comments.htm>

<sup>8</sup> Virtual presentation: <https://www.youtube.com/watch?v=6WiCZidpR8Q>

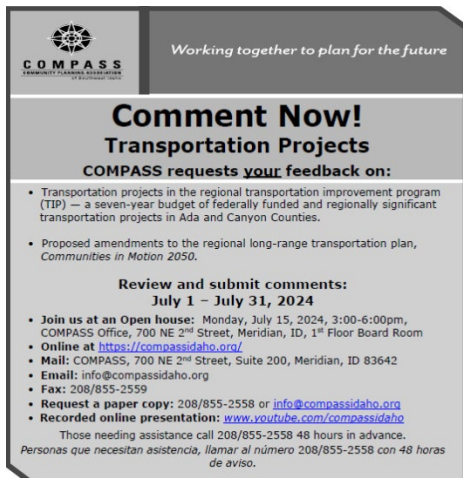


Figure 3: Newspaper Advertisement

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

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

- [Facebook](#)<sup>9</sup>: COMPASS posted information about the public comment period six times from July 1 – 31, 2024. These Facebook posts resulted in a total audience reach of 10,200 and 263 engagements.
- [Twitter](#)<sup>10</sup>: COMPASS tweeted information about the public comment period six times from June 30 – July 31, 2023. These tweets resulted in a total of 1,000 impressions and 20 engagements.
- [Instagram](#)<sup>11</sup>: COMPASS posted information about the public comment period seven times from June 30 – July 31, 2023. These posts reached an audience of 590 accounts.
- [Nextdoor](#): COMPASS posted information about the public comment period five times from June 30 – July 31, 2023. These posts reached an audience of 308,008 neighborhood members.

Brochure. COMPASS staff updated a brochure explaining the TIP; the [English](#)<sup>12</sup> and [Spanish](#)<sup>13</sup> 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, 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).

<sup>9</sup> Facebook: [www.facebook.com/compassidaho](https://www.facebook.com/compassidaho)

<sup>10</sup> Twitter: <https://twitter.com/COMPASSIdaho>

<sup>11</sup> Instagram: [www.instagram.com/compassidaho/](https://www.instagram.com/compassidaho/)

<sup>12</sup> Brochure (English): [https://compassidaho.org/wp-content/uploads/TIPPCBrochure\\_24-30.pdf](https://compassidaho.org/wp-content/uploads/TIPPCBrochure_24-30.pdf)

<sup>13</sup> Brochure (Spanish): [https://compassidaho.org/wp-content/uploads/TIPPCBrochure\\_Spanish\\_24-30.pdf](https://compassidaho.org/wp-content/uploads/TIPPCBrochure_Spanish_24-30.pdf)

Figure 4 provides the demographic data collected from public comment forms submitted to COMPASS.

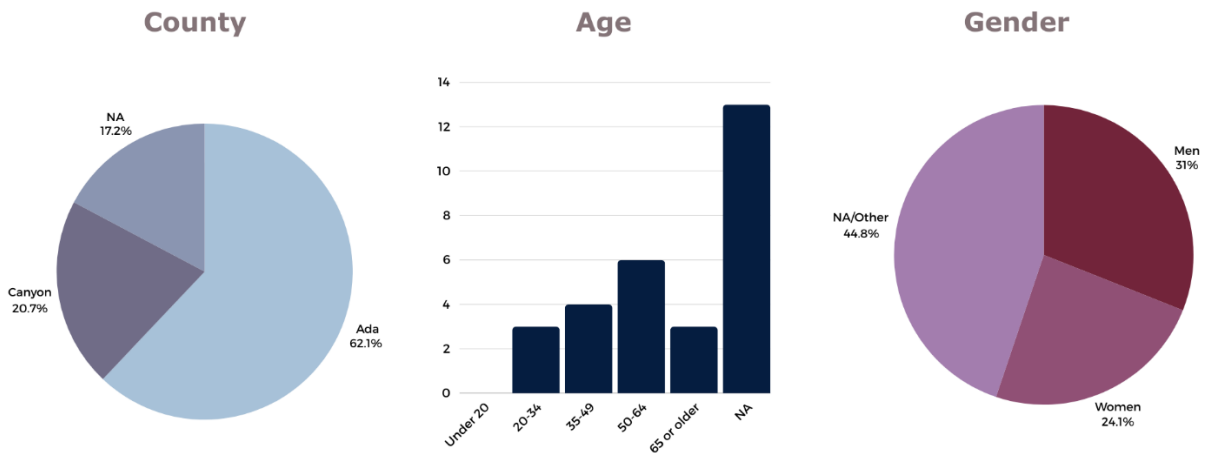


Figure 4: Public Comment Demographic Data

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

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

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

### III. PROJECT SELECTION

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

- Surface Transportation Block Grant (STBG)
  - STBG-TMA in the Boise Urban Area
  - STBG - Large Urban (LU) in the Nampa Urban Area
- Transportation Alternatives Program (TAP)
  - TAP-TMA in the Boise Urban Area
- Carbon Reduction Program (CRP)
  - CRP-TMA in the Boise Urban Area
  - CRP-LU in the 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 (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)

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

STBG-Urban (Nampa Urban Area)

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

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

\*\* See the definition of local network improvements below

\*\*\* If application is 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 of the current system.”



Work may include:

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

Projects should reflect strategies outlined in the COMPASS [Congestion Management Process](#)<sup>14</sup>.

### 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, for applications to the following funding sources:

#### Federal funds

1. Boise Urban Area:
  - a. STBG-TMA
  - b. TAP-TMA
  - c. CRP-TMA
2. Nampa Urban Area:
  - a. STBG-LU
  - b. CRP-LU

The ranking procedure can be found in detail in the [COMPASS Application Guide](#)<sup>15</sup>, Supplemental I (Scoring and Ranking Supplemental).

Project applications go through a multi-step process between the end of the call for projects and the allocation of funds (programming). Project applications proceed to scoring and ranking before funds are awarded. However, the ranking process varies depending on the type of project submitted and the type of funding sought. Project

<sup>14</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

<sup>15</sup> COMPASS Application Guide: <https://compassidaho.org/resourcedevelopment/>

applications seeking federal-aid funding are scored before receiving a rank, except for studies and planning products, which are ranked through a paired comparison process.

#### Projects Outside of COMPASS Management

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 to ensure projects are consistent with *Communities in Motion 2050*, the regional long-range transportation plan.

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 adoption by the COMPASS Board of Directors.

## **IV. CONGESTION MANAGEMENT PROCESS**

The congestion management process (CMP) is a systematic approach to identify, analyze, monitor, and manage traffic congestion. The 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 [CMP](#)<sup>16</sup>, 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.

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.

<sup>16</sup> Congestion Management Systems Process: <https://compassidaho.org/congestion-management/>

Table 1: Summary of Congestion Management Process Strategies and Tactics

Strategy Number	Strategy	Impact
<b>Transportation Demand Management Strategies (TDM)/Active Transportation</b> <i>Providing travelers with more options of how and when they can commute to reduce the number of trips during congested hours</i>		
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
<b>Intelligent Transportation System (ITS)/ Transportation System Management and Operations (TSMO)</b> <i>Implementing improvements focused on optimizing the current transportation infrastructure</i>		
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
<b>Transit Operation Improvement Strategies</b> <i>Improving transit operations, access, and services to encourage transit use to reduce the number of vehicles on the road</i>		
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
<b>Freight and Goods Mobilization</b> <i>Implementing strategies to move freight and goods more efficiently through the transportation system</i>		
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
<b>Roadway Capacity Improvement Strategies</b> <i>Expanding capacity by adding lanes, new roads, or improving intersection</i>		
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 helps monitor the effectiveness of specific congestion management strategies as projects

are funded and constructed/implemented. These findings are published in the [2023 Treasure Valley Congestion Management System Annual Report](#)<sup>17</sup>. 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 20 years as a result of the project.

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

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

#### Grant Anticipation Revenue Vehicle (GARVEE)

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

#### Transportation Expansion and Congestion Mitigation (TECM)

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

TECM funds are limited to the state highway system for projects selected by the Idaho Transportation Board to improve travel times and traffic flow and to mitigate

<sup>17</sup> 2023 CMP Annual Report: [https://compassidaho.org/wp-content/uploads/11-2024\\_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf](https://compassidaho.org/wp-content/uploads/11-2024_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf)

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. In 2023, the Idaho Legislature imposed a cap on the TECM program limiting its total funding to \$140 million per year.

#### 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 about \$3.6 million are set aside for two areas in non-attainment of the National Ambient Air Quality Standards for fine particulate matter (2.5 microns in diameter or less; called "PM<sub>2.5</sub>"): the Cache Valley area in southeast Idaho and the Pinehurst area in north Idaho; neither of which is in the COMPASS planning area.

The remaining \$11 million is allowed to be transferred to another program or used on STBG-eligible activities. ITD holds these funds, which will eventually lapse or be returned to FHWA if a rescission occurs.

### *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 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](#)<sup>18</sup> 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 ACHD's [Integrated Five Year Work Plan](#)<sup>19</sup> (IFYWP), "The IFYWP works in support of various ACHD and partner agency foundational planning documents and is the implementing arm for these plans.

<sup>18</sup> ACHD Strategic Plan (2016):

<https://www.achdidaho.org/home/showpublisheddocument/1116/638314913570600000>

<sup>19</sup> ACHD IFYWP: <https://engage.achdidaho.org/integrated-five-year-work-plan-ifywp>

Figure 5 illustrates how the IFYWP fits into the region’s overall planning framework.”

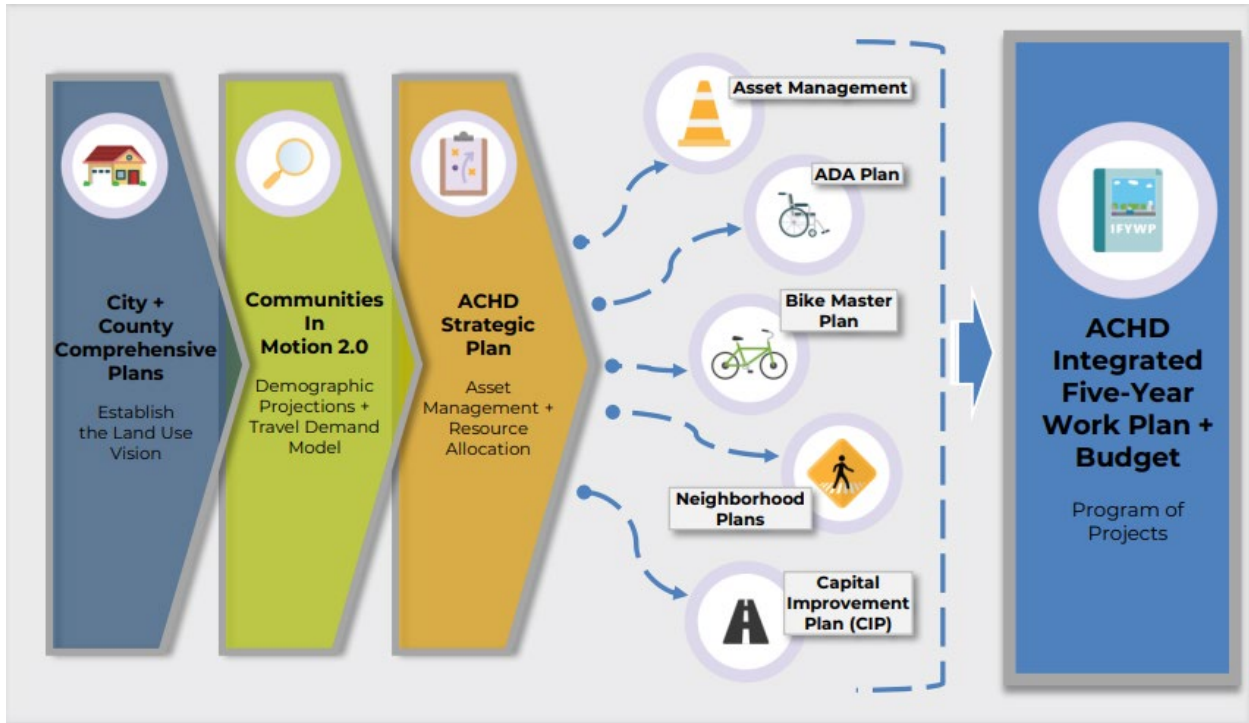


Figure 5: ACHD Process to Develop the Integrated Five-Year Work Plan and Budget, FY2024-2028 IFYWP

ACHD’s IFYWP identifies multiple projects that improve capacity, congestion management and relief such as intersection improvements, interconnected signalization, dynamic message signs, improvements to the rideshare system, and park-and-ride development.



Figure 6: City of Nampa Transportation Master Plan

### City of Nampa

According to the City of Nampa’s [Transportation Master Plan](#)<sup>20</sup>, (Figure 6) the city needs more than 141 network improvement projects through 2040, totaling \$532 million. The Plan recommends continuous increases in city funds coupled with greater use of “outside” funding and many new and creative resources. The City of Nampa continues to explore methods of funding its transportation needs for safety, congestion, and economic development. The Plan includes projects for widening roadways; improving intersections; and adding turn lanes, signalization, and connectivity.

<sup>20</sup> City of Nampa Transportation Master Plan (2019): <https://cityofnampa.us/DocumentCenter/View/10677/2019-Transportation-Master-Plan->

## Development Impact Fees

[ACHD](#)<sup>21</sup>, the [City of Caldwell](#)<sup>22</sup>, the [City of Nampa](#)<sup>23</sup>, and the [Mid-Star Service Area for Impact Fees](#)<sup>24</sup> (Highway District No. 4, Canyon County, and the Cities of Middleton, and Star) use impact fee programs under [Idaho Code 67 Chapter 82](#)<sup>25</sup>. The Idaho Development Impact Fee Act allows the collection of fees from developers to cover the costs associated with new developments. Existing transportation deficiencies are covered with other resources.

## *Current Projects in the FY2025-2031 TIP*

The total cost of projects expected to improve congestion between FY2025 and FY2028 (years of the TIP acknowledged by federal agencies) is about \$518 million. Figure 7, summarizes the types and costs of all the projects in the TIP categorized under the congestion management strategies between FY2025 and FY2028.

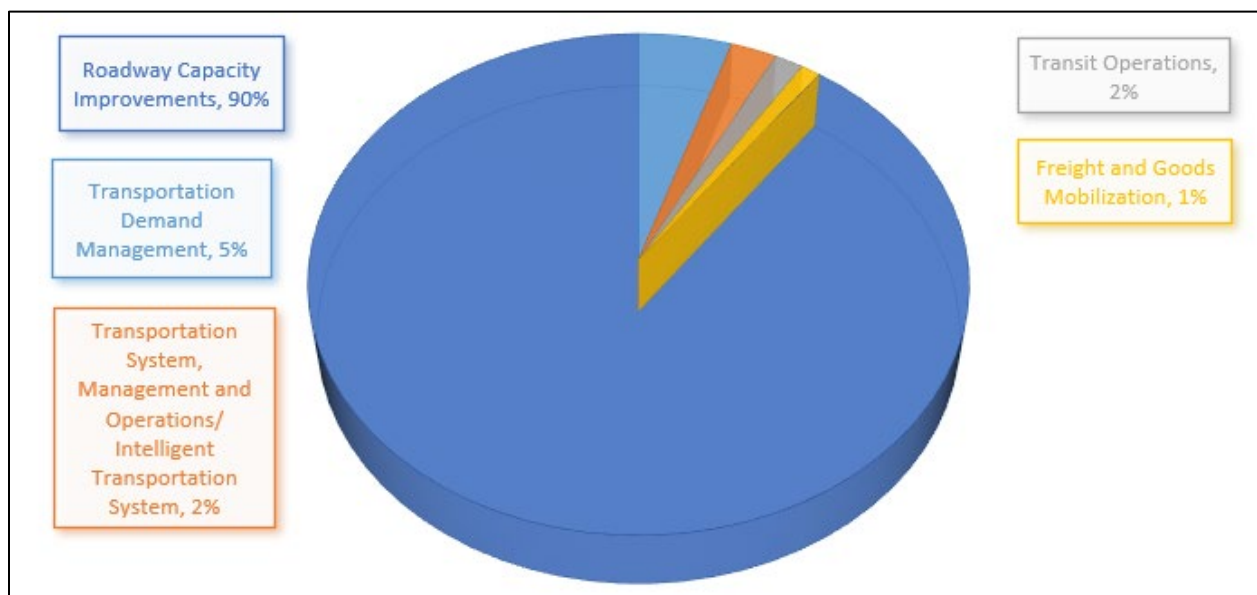


Figure 7: Programmed Costs FY2025-2028 Associated with Congestion Management

<sup>21</sup> ACHD Impact Fees: <https://www.achdidaho.org/projects/development-resources/impact-fees>

<sup>22</sup> City of Caldwell Impact Fees: <https://www.cityofcaldwell.org/your-government/city-commissions-and-boards/impact-fee-advisory-committee>

<sup>23</sup> City of Nampa Impact Fees: <https://www.cityofnampa.us/1261/Development-Impact-Fees>

<sup>24</sup> Mid-Star Service Area for Impact Fees: <https://hwydistrict4.org/about-us/what-we-do/impact-fees/>

<sup>25</sup> Idaho Code 67 Chapter 82: <https://legislature.idaho.gov/statutesrules/idstat/Title67/T67CH82/>

## *Additional Projects*

### Local Expansion for Public Transportation

In summer of 2024, Valley Regional Transit implemented the final Better Bus Routes, which represents a 10% increase in total bus service and more frequent bus arrivals, including:

- Increasing bus arrivals on the Fairview corridor to 15 minutes in the morning and afternoon and 30 minutes throughout the day
- Improving cross-town connections with a revised 6 Orchard route running from Hill Road to the Boise Airport connecting three major bus routes (3 Vista, 7 Fairview, 9 State); this will also increase cross-town bus arrivals in west Boise from 60 minutes to 30 minutes
- Improving west Boise and Meridian connections with a revised Route 45 and a new all-day connection between Towne Square Mall and the Village at Meridian via Ustick
- Restoring bus service in Canyon County on the Nampa/Caldwell Boulevard and Garrity
- Adding new fixed-route service in south Caldwell, serving Caldwell High School and the YMCA
- Maintaining express service between Caldwell, Nampa, Meridian, and Boise
- Expanding the area of VRT's Lyft Transit Connections to minimize the impacts in areas of service loss
- Adding the Beyond ACCESS service to minimize the impact of a smaller ACCESS service area
- Doubling the number of people within a ¼ mile of 30-minute all-day bus service
- Increasing the number of people within ¼ mile of service that arrives every 15 minutes during the morning and afternoon by 34%
- Increasing annual ridership by an estimated 16%

Despite the improvements, the final proposal also had some negative impacts including:

- Loss of bus service in Boise to Harris Ranch on Route 1
- Loss of bus service in Boise along Owyhee, Latah and Roosevelt on Route 4
- Loss of bus service in Boise on Five Mile, Mc Millan and Curtis
- Loss of bus service in Boise on sections of Maple Grove, Milwaukee, Overland, and the North End
- Reduced bus service in Boise along the Hill Road corridor on Route 10
- Reduced service area of the 150, which is simplified to follow major roadways



Figure 8 includes the mapped impacts of the service changes. More details are available on Valley Regional Transit's [Better Bus Routes: 2024 Network Redesign website](#)<sup>26</sup>.

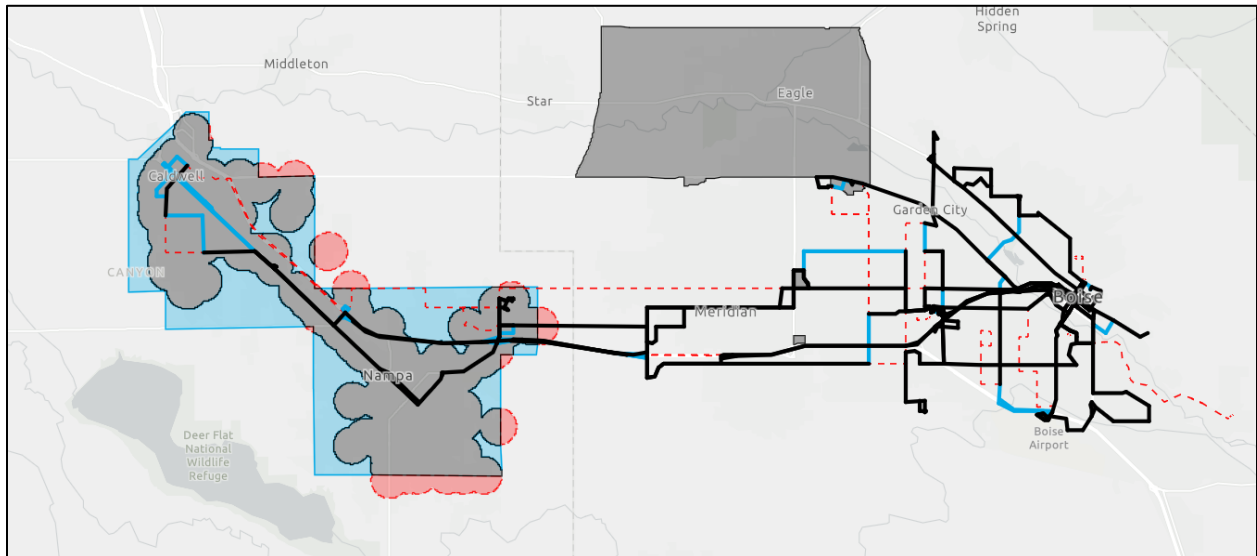


Figure 8: Better Bus Routes Impact Map, Valley Regional Transit 2023

**Red** = Areas losing service through route elimination/consolidation or reduction in service area

**Blue** = Areas gaining service through new routes/segments or expanded service areas

**Black** = No change to route or service area

#### Other Congestion-Related Projects Not Included in the TIP

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

## V. TIP ACHIEVEMENT

### CIM 2050 Performance Measures

CIM 2050 was adopted in December 2022 and includes the following broad [goals](#)<sup>27</sup>:

- Economic Vitality
- Safety
- Convenience
- Quality of life

<sup>26</sup> Better Bus Routes website:

<https://storymaps.arcgis.com/stories/441ddc9afb47938fabb715cdfcbac1>

<sup>27</sup> CIM 2050 Goals: [https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM\\_2050\\_Performance\\_Measures\\_Final.pdf](https://cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM_2050_Performance_Measures_Final.pdf)

Figure 9 provides the goal areas of *Communities in Motion 2050*.

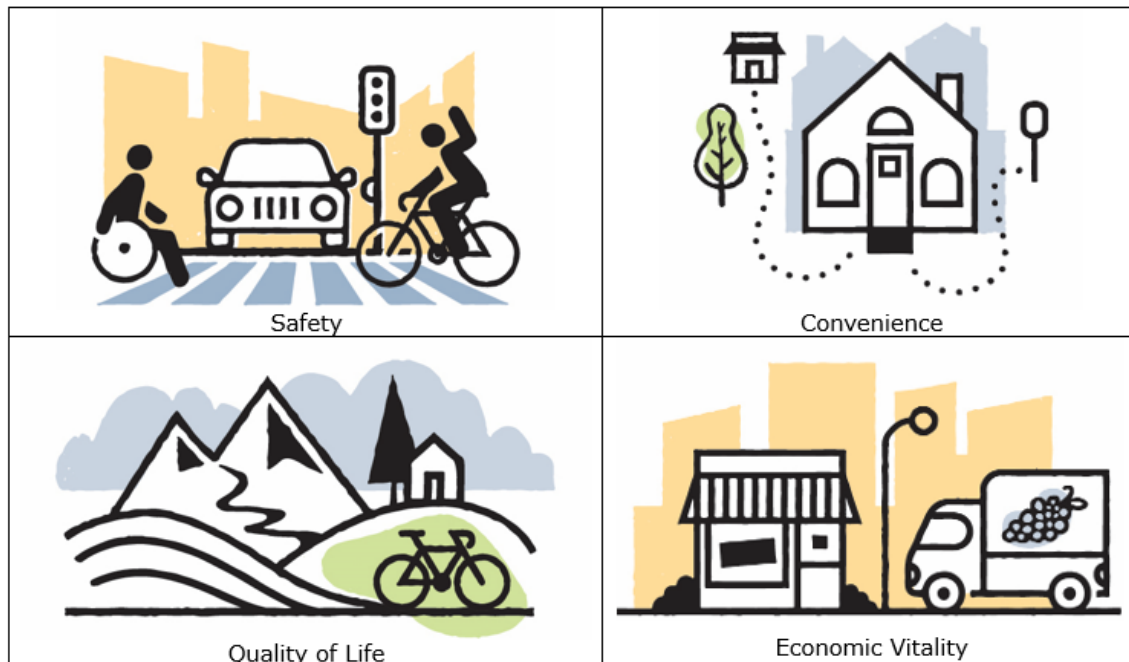


Figure 9: *Communities in Motion 2050* Goal Areas

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 bill, *Infrastructure Investment and Jobs Act* (IIJA) emphasizes performance-based planning and programming. MPOs have the option to either create regional targets or support statewide targets. The COMPASS Board of Directors chose to assist ITD in obtaining federal targets on a statewide basis, rather than set specific regional targets. For transit-related targets, the COMPASS Board of Directors chose to assist VRT and ITD in meeting targets set by their respective Boards of Directors. Table 2 provides the federal target areas.

Table 2: Federal Performance Measures

Icon	Target Area
	Safety
	Transit Asset Management
	Pavement Condition
	Bridge Condition
	Level of Travel Time Reliability
	Freight Movement
	Congestion Mitigation Air Quality – Emissions
	Public Transportation Safety
	Congestion Mitigation Air Quality – Traffic Congestion

Federal performance measure targets are reported, along with progress on the goals of *Communities in Motion*, every other year in the [Change in Motion Scorecard](#)<sup>28</sup>. See the most current *Change in Motion* report for updates. Figure 10 provides a sample of the Change in Motion Scorecard. A summary analysis of how the projects included in the TIP help meet the performance measures is provided in the sections below.

<sup>28</sup> Change in Motion Scorecard: <https://compassidaho.org/change-in-motion-reports/>

## 2022 CHANGE IN MOTION SCORECARD: RESULTS SUMMARY











PERFORMANCE MEASURE <small>(see definitions at end of document)</small>	2019 Results	2021 Results	TARGET	PROGRESS <sup>1</sup>
<b>Preservation and Infrastructure Condition (4 of 9 targets met)</b>				
Non-interstate National Highway System (NHS) pavement in "good" condition	39.00%	36.70%	> 50.00% <sup>4</sup> (FY2022)	
Non-interstate NHS pavement in "poor" condition	0.00%	0.70%	< 2.00% <sup>5</sup> (2030)	
Bridges in "good" condition	29.09%	33.00%	> 19.00% <sup>4</sup> (FY2022)	
Bridges in "poor" condition	0.45%	2.30%	< 1.00% <sup>5</sup> (2030)	
Transit state of good repair: Rolling stock	27.60%	2.67%	< 24.67% (FY2022)	
Transit state of good repair: Equipment	5.00%	5.00%	< 12.70% (FY2022)	
Transit state of good repair: Facilities	37.50%	37.50%	< 33.33% (FY2022)	
<b>Reliability (2 of 3 targets met)</b>				
Interstate travel time reliability	90.40%	95.90%	> 90.00% (FY2022)	
NHS travel time reliability (excluding interstate)	76.20%	85.00%	> 70.00% (FY2022)	
Transit reliability (% of trips delivered on time)	84% (2020)	77%	> 90% (2030)	

Figure 10: Sample of the Congestion Management Scorecard

### TIP Achievement

Each project funded in the TIP supports one or more COMPASS performance measures 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 3 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 3: TIP Achievement Categories

TIP Achievement Category	Example of Type of Projects	CIM 2050 Goals and Objectives	Federally Required Performance Measures
Active Transportation	Projects to improve all aspects of non-motorized transportation, such as sidewalks or pathways.	<b>Economic Vitality</b> <b>Safety</b> <b>Convenience</b> <b>Quality of Life</b>	
		Economic Vitality Security Connectivity Environment	
Health	Active transportation projects with specific connections to regional activity centers, transit routes, and public schools.	<b>Quality of Life</b>	
		Health	
Open Space	Active transportation projects with specific connections to open spaces and/or separated from a roadway, such as a greenbelt.	<b>Quality of Life</b>	
		Open Space	
Asset Management	Projects to maintain the current transportation system (roadway chip seals, roadway rehabilitation, bridge repair/rehabilitation/replacement, or sidewalk repair)	<b>Economic Vitality</b>	<b>Pavement Condition</b> <b>Bridge Condition</b>
		Preservation and infrastructure condition Reliability	
Public Transportation	Projects for the operation and/or expansion of public transportation, including capital purchases and transit vehicle replacement.	<b>Economic Vitality</b> <b>Convenience</b> <b>Quality of Life</b> Economic vitality Preservation and infrastructure condition Security Accessibility and mobility Connectivity Efficiency and congestion management Environment Equity	<b>Transit Asset Management</b>

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.	<b>Safety</b>	<b>Safety</b>
		Safety Resilience	<b>Public Transportation Safety</b>
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.	<b>Economic Vitality</b> <b>Convenience</b> <b>Quality of Life</b>	<b>Level of Travel Time Reliability</b>  <b>Freight Movement</b>  <b>Congestion Mitigation Air Quality</b> <b>Emissions</b> <b>Traffic Congestion</b>
		Economic vitality Freight accessibility and mobility Reliability 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.

## TIP Achievement Reporting

To further report on the support of CIM 2050 performance measures and federal performance measures, Table 4 provides an analysis of the distribution of funding and number of projects across all TIP achievement categories. A project may meet the goals of multiple performance measures. These measures are not weighted but are divided based on the number of performance measures for each project. For example, if a project meets the goals of two performance measures, 50% of the project cost is reported for each measure.

Table 4: Analysis of TIP Achievement, FY2025-2031

TIP Achievement Category	Number of Projects*	Dollar Amount**	Percentage of Dollar Amount
Active Transportation	67	\$124,956,000	9.52%
Health	21	\$22,890,000	1.74%
Open Space	20	\$20,291,000	1.55%
Asset Management	46	\$133,806,000	10.20%
Pavement Condition	7	\$11,456,000	0.87%
Bridge	6	\$54,014,000	4.12%
Public Transportation	28	\$73,443,000	5.60%
Transit Asset Management	17	\$41,207,000	3.14%
Safety	101	\$348,491,000	26.56%
Support	22	\$70,347,000	5.36%
System Performance	50	\$296,979,000	22.64%
NHS LOTTR (Level of Travel Time Reliability)	17	\$105,472,000	8.04%
Freight Movement	2	\$4,674,000	0.36%
CMAQ-Emissions Reduction	1	\$4,000,000	0.30%
		\$1,312,026,000	

As of September 2024.

\*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.

Sixty-six projects totaling more than \$236 million are currently programmed in the TIP between FY2025 and FY2028 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. Forty-one projects are specific to the health subset, with a total of approximately \$105 million budgeted through FY2028.

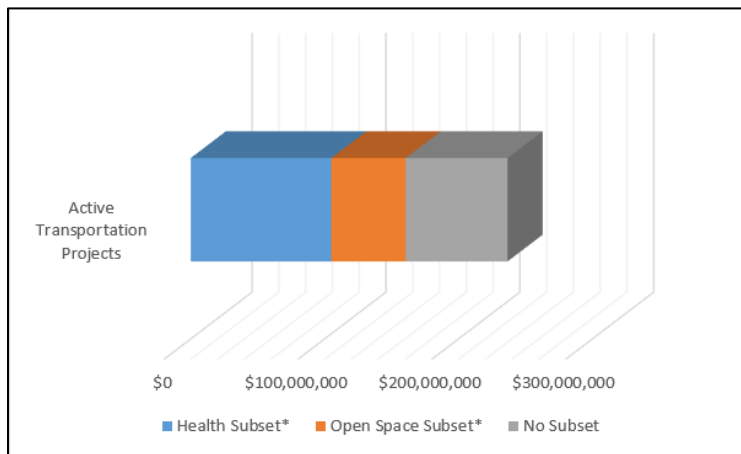
*Open Space*

Connections to open spaces such as parks, rivers, and lakes, also provide health benefits but are considered more recreational. The open space subset includes projects to expand or improve a greenbelt or other connections to open spaces throughout the Treasure Valley. Thirty projects are specific to the open space subset, with a total of almost \$56 million budgeted through FY2028.

*No Subset*

Some active transportation projects are not considered under the health subset (specific to access to grocery stores and public schools) or the open space subset. These are shown as “no subset.” These projects provide active transportation connections but do not fall within the subset criteria.

Active transportation projects programmed between FY2025 and FY2028 are summarized below in Figure 11.



\*If a project is included in both subsets, the total cost was divided equally between the subsets.

Figure 11: Active Transportation Projects FY2025-2028, with Subsets



The [Change in Motion Scorecard](#)<sup>29</sup> includes detailed analysis of active transportation in the Treasure Valley.

## Asset Management (Roadways)



### Pavement Condition

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 12).

### Prevention Saves Costs

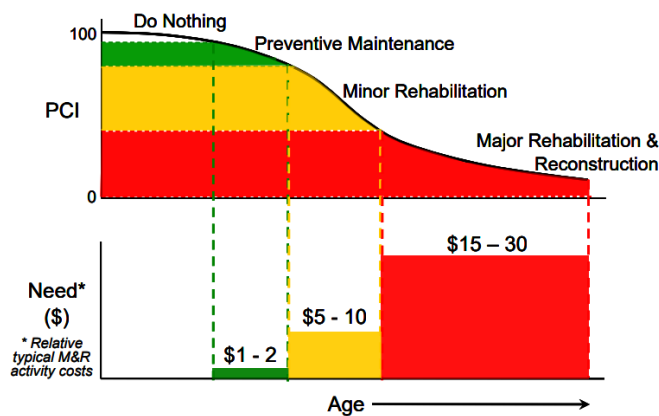


Figure 12: Pavement Asset Management Cycle, graphic from David Hein, PE, ARA, used with permission.

A detailed analysis of current conditions is provided in the [Treasure Valley Annual Congestion Management System Report, 2023](#)<sup>30</sup>.

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 use the best treatment for dollars available. Some projects 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 FY2025-2031 TIP between FY2025 and FY2028, as projects beyond the first four years are “illustrative,”

<sup>29</sup> Change in Motion Scorecard: <https://compassidaho.org/change-in-motion-reports/>

<sup>30</sup> Treasure Valley Annual Congestion Management System Report, 2023: [https://compassidaho.org/wp-content/uploads/11-2024\\_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf](https://compassidaho.org/wp-content/uploads/11-2024_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf)

transportation agencies in the Treasure Valley plan to spend more than \$105 million on pavement condition improvements:

- More than \$45 million is planned 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:

- Over \$11 million on the interstate
- More than \$48 million on pavement condition improvements on non-interstate NHS roadways.

Local agencies are no longer required to report deferred maintenance in the annual road and street reports. The amount of deferred maintenance is currently unknown at a regional level.



### *Bridge Condition*

2021 bridge conditions are shown on the COMPASS TIP View (interactive map) on the COMPASS [website](#)<sup>31</sup>.

In the COMPASS planning area, seven bridges are in poor condition, two of them are on the NHS: 10<sup>th</sup> Avenue bridge over the Union Pacific Railroad in the City of Caldwell and Interstate 84 westbound ramp at Centennial Way (Exit 27) in the City of Caldwell. The 10<sup>th</sup> Avenue bridge is currently scheduled for repair using local funding, and the bridge on Interstate 84 will be improved as part of a larger widening project of the interstate through the City of Caldwell. All the non-NHS bridges have secured funding through the Leading Idaho Local Bridge program, a state program administered by the Local Highway Technical Assistance Council and not listed in the TIP. These projects are all in the design or construction phase.

Projects in the TIP between FY2025 and FY2028 include over \$1 million scheduled for improvements on bridges on the NHS system, and more than \$11 million scheduled for improvements on bridges on the local system. Most funded bridges are in fair condition.

<sup>31</sup> COMPASS TIP Viewer:

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

## Public Transportation



### *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](#)<sup>32</sup>.

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).

More than \$44 million in vehicle and equipment replacements (and improvements) is budgeted in the FY2025-2031 TIP between FY2025 and FY2028. The VRT program of projects and revenue plan, known as the [Transportation Development Plan](#)<sup>33</sup>, 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.

VRT received a \$19 million grant through the federal Bus and Bus Facilities program to purchase eight electric buses (six replacement buses and two additional buses). The project will also rehabilitate the transit station at the Boise Towne Square Mall. The revitalized transit station will feature a larger, covered passenger waiting area and additional bus bays, driver and passenger restrooms, real-time passenger information and on-route charging infrastructure in two bays. The project will use solar panels and on-site battery storage to improve the efficiency of the transit service. This project was not in the approved project list but is in the process of being added through Amendment #1.



### *Operations*

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

<sup>32</sup> Transit Asset Management Plan: <https://www.valleyregionaltransit.org/wp-content/uploads/2021/08/2021TAMPlan.pdf>.

<sup>33</sup> Transportation Development Plan: <https://www.valleyregionaltransit.org/planning/tdp/>

More than \$40 million for transit operations is budgeted in the FY2025-2031 TIP between FY2025 and FY2028.

VRT staff have been working towards further improving service as outlined in [Valley Connect 2.0](#)<sup>34</sup> and the [Transportation Development Plan](#)<sup>35</sup>.

In the summer of 2024, Valley Regional Transit implemented the final Better Bus Routes, which represents a 10% increase in total bus service and more frequent bus arrivals. Despite the improvements, the final proposal also had some negative impacts including loss or reduction of service of certain routes.

More information is summarized in the Congestion Management System section with details available on Valley Regional Transit's [Better Bus Routes: 2024 Network Redesign website](#)<sup>36</sup>.

## Ridership

Total transit ridership from October 1, 2023, through July 31, 2024, increased over 1% from the same period of the prior year. However, total ridership is down approximately 19% 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 of ridership throughout FY2023 and FY2024 in Appendix B.

## *Safety*



### *Roadway Safety*

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

COMPASS analyzed all projects between FY2025 and FY2028 to determine how they will affect safety in the future. Reduction in overall crashes is based on measures reported in the Crash Modification Factors (CMF) Clearinghouse. A reduction in overall crashes equates to a 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.

<sup>34</sup> Link to Valley Connect 2.0: [www.valleyregionaltransit.org/planning/valley-connect-2-0/](http://www.valleyregionaltransit.org/planning/valley-connect-2-0/)

<sup>35</sup> Link to the VRT Transportation Development Plan: <https://www.valleyregionaltransit.org/planning/tdp/>

<sup>36</sup> Better Bus Routes website: <https://storymaps.arcgis.com/stories/441ddc9afbbf47938fabb715cdfcbac1>

Overall, projects in the TIP are projected to prevent an estimated 2,525 crashes in Ada and Canyon Counties. Over \$523 million is budgeted towards projects with safety benefits.



### *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. The COMPASS Board of Directors accepted the targets set by Valley Regional Transit.

The [Change in Motion Scorecard](#)<sup>37</sup> includes detailed analysis of active transportation in the Treasure Valley.

## *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 \$21 million is programmed for planning and studies to further transportation improvements between FY2025 through FY2028.

## *System Performance*

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

Almost \$534 million is budgeted to improve system performance in various ways in Ada and Canyon Counties between FY2025 and FY2028.

In addition, studies are currently funded or already underway on eight corridors which could lead to additional improvements in the future. Table 5 provides the details of these studies.

<sup>37</sup> Change in Motion Scorecard: <https://compassidaho.org/change-in-motion-reports/>

Table 5: Corridor Studies Funded or Underway

Key Number	Project	Type of Study	Status
13046	Planning Study (PEL), High-Capacity Transit Corridor, COMPASS	Planning and Environmental Linkages Study	Underway
23175	SH-16, SH-44 to Junction SH-52, Ada and Gem Counties	Environmental Re-evaluation	Underway
23630	SH-44, I-84 to Star Road, PEL and NEPA, Canyon County	Planning and Environmental Linkages and National Environmental Protection Act Study	Underway
24665	Study, I-84 Mobility Improvements, Ada and Canyon Counties	Determine needed operational improvements	Underway
23341	Study, I-84, SH-44 to Centennial Way, Canyon County	Evaluate needed capacity and safety improvements	Underway
NEW2	Study, Interchange Justification Report, I-84 and Ustick Road, Caldwell	Interchange Justification Report	Underway
24237	Study, Interchange Modification Report, I-84 and SH-16, Nampa	Interchange Modification Report	Funded FY2025
24238	Study, SH-45 Realignment NEPA, Nampa	Environmental evaluation	Underway



### Level of Travel Time Reliability

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

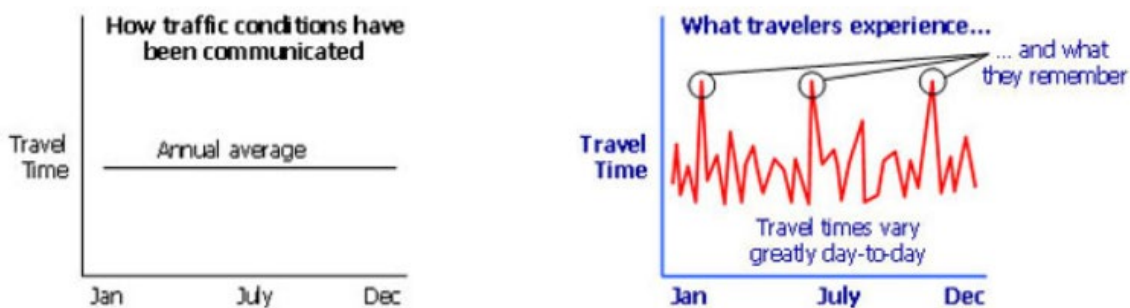


Figure 13: Reliability Measures Capture the Benefits of Traffic Management, from FHWA's Performance Measure Website

The 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 14.

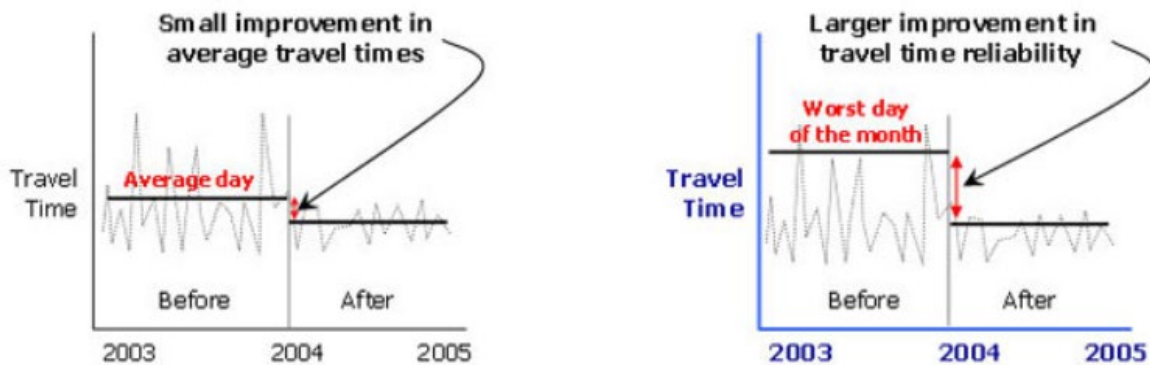


Figure 14: Sample Improvements in Average Travel Times, from FHWA's Performance Measure Website

The 2023 level of travel time reliability on the NHS is provided in the [Treasure Valley Congestion Management Annual Report, 2023](#)<sup>38</sup>. Figure 15, below, is an excerpt of this report showing segments (by direction) that are reliable (gray) and not reliable (pink). More detailed information is available in the annual report.

<sup>38</sup> Treasure Valley Congestion Management Annual Report, 2023: [https://compassidaho.org/wp-content/uploads/11-2024\\_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf](https://compassidaho.org/wp-content/uploads/11-2024_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf)

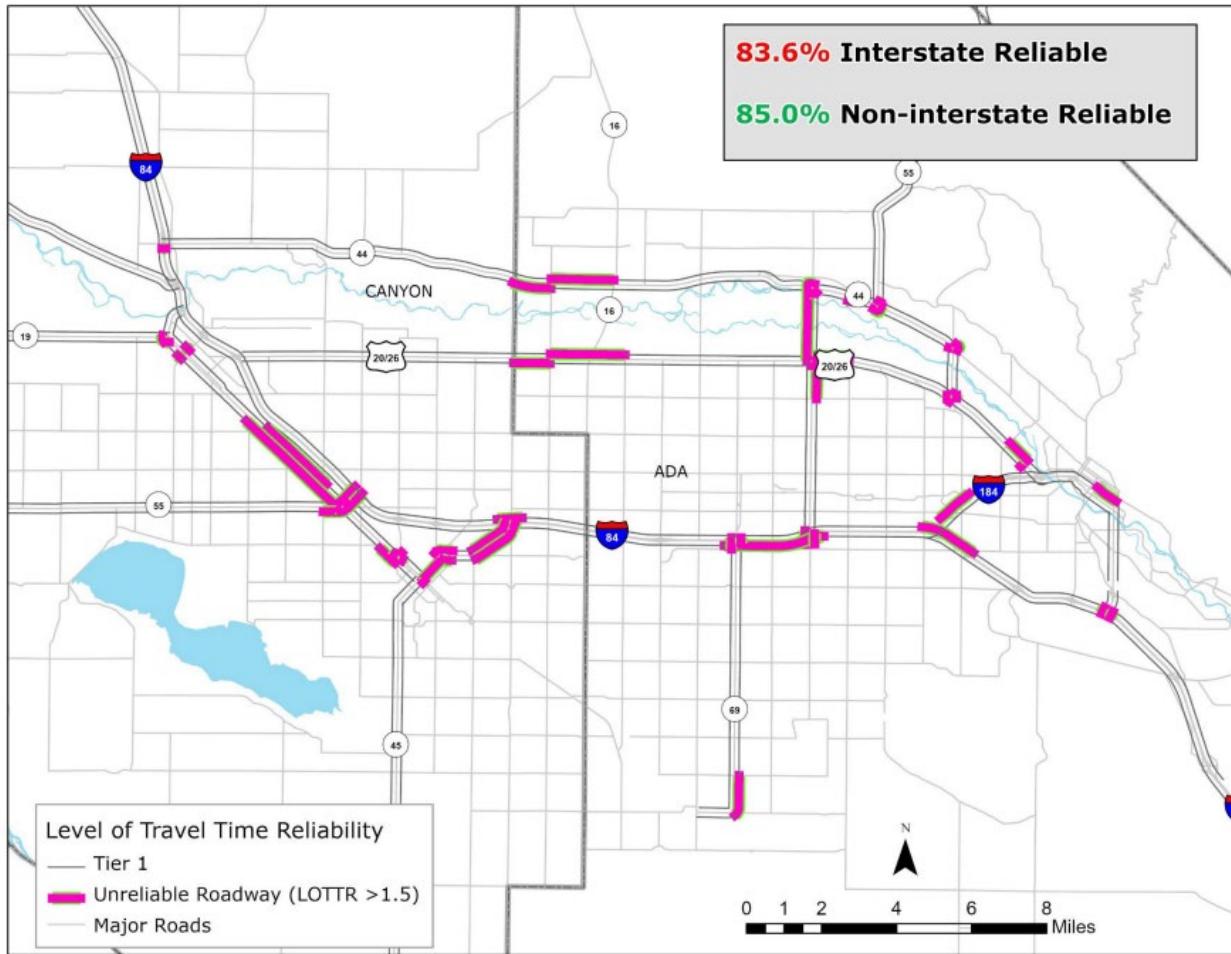


Figure 15: 2023 NHS Level of Travel Time Reliability

The Congestion Management Annual Report provides much more robust information about congestion and reliability in the Treasure Valley.

Between FY2025 and FY2028, about \$414 million is budgeted for travel time reliability improvements specifically on the NHS. The funds used on the programmed projects are expected to start making a difference in travel time reliability on the NHS system.



*Truck Travel Time Reliability (Freight Movement)*

The interstate has a target of less than “1.3,” meaning, 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 the 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 6 for an example of how the index works.

Table 6: Truck Travel Time Reliability (TTTR) Index Example

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

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

The 2023 truck travel time reliability on the interstate is provided in the [Treasure Valley Congestion Management Annual Report, 2023](#)<sup>39</sup>. Figure 16, below, is an excerpt of this report showing segments that are considered fair (orange) and poor (pink) regarding truck travel time reliability on the interstate system.

The Congestion Management Annual Report provides much more robust information about congestion and reliability in the Treasure Valley.

<sup>39</sup> Treasure Valley Congestion Management Annual Report, 2023: [https://compassidaho.org/wp-content/uploads/11-2024\\_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf](https://compassidaho.org/wp-content/uploads/11-2024_2023TreasureValleyAnnualCongestionManagementSystemReport.pdf)

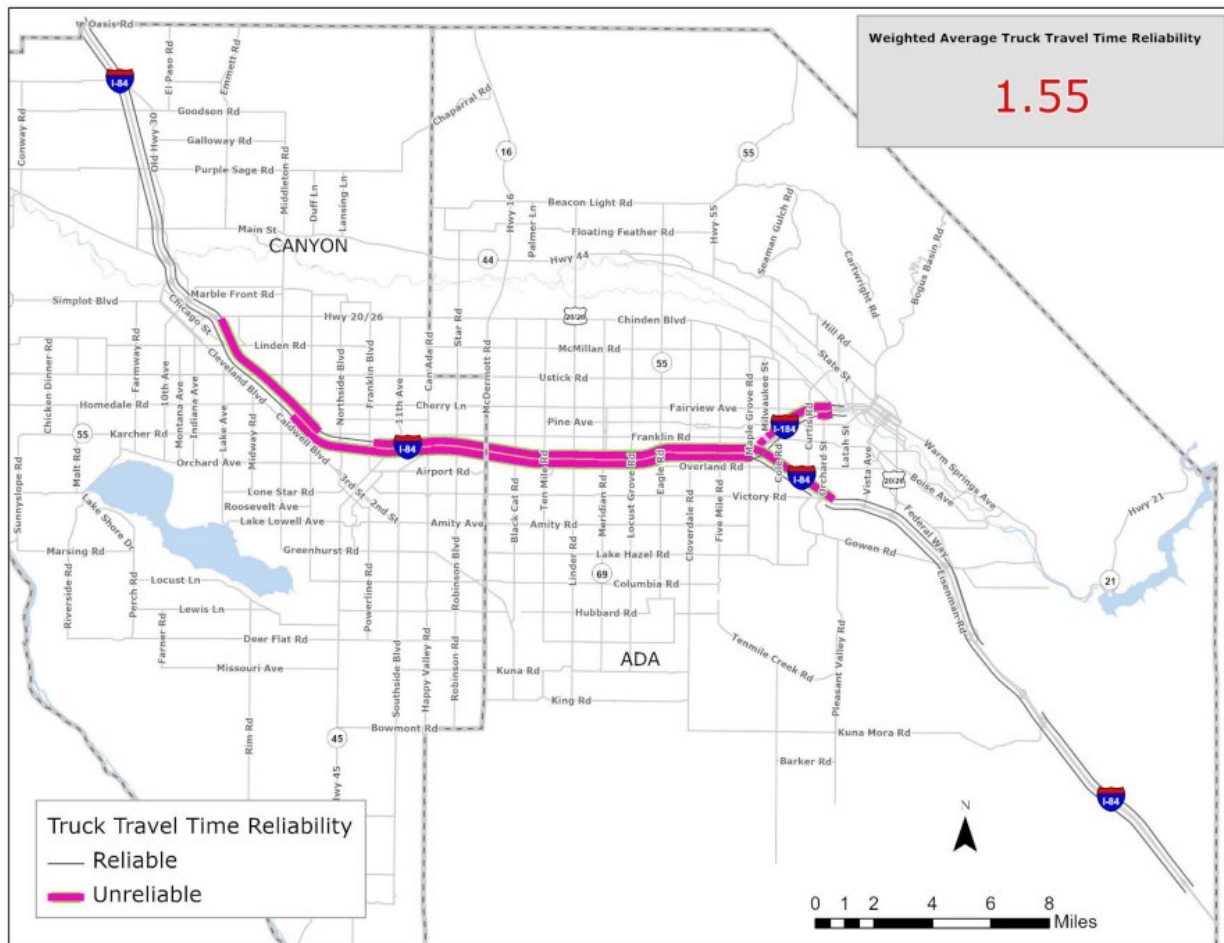


Figure 16: 2023 Truck Travel Time Reliability on the Interstate

Over \$26 million is budgeted to improve truck travel time reliability on Interstate 84 between FY2025 and FY2028. Within the funded projects, several segments currently not performing well will be widened or receive operational improvements, 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](#)<sup>40</sup>.

Several projects were funded over the last few years and are almost complete. These projects will increase capacity on the interstate in segments currently considered fair to poor in truck travel time reliability. Future reporting should have more favorable reports, as construction was underway in 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

<sup>40</sup> Congestion Management Process: <https://compassidaho.org/congestion-management/>

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.

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

The Federal Highway Administration makes funds available for Congestion Mitigation/Air Quality, known as “CMAQ funds,” which are specific to projects that help meet the requirements of the Clean Air Act to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (non-attainment areas) and for former non-attainment areas that are now in compliance (maintenance areas). However, CMAQ funds are only required to be spent in air quality “non-attainment areas”. Since Northern Ada County is considered a “maintenance area,” the Idaho Transportation Department (ITD) chooses not to program these funds via the CMAQ program for projects in the COMPASS area. Instead, CMAQ funds may be used for the same types of projects in the Surface Transportation Block Grant Program (STBGP), which is typically how ITD chooses to program these funds. This measure is a federal requirement, and the target will remain at zero until a project in the COMPASS area is funded via the CMAQ program.



#### *CMAQ – Traffic Congestion*

**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 15-minute 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. REGIONALLY SIGNIFICANT PROJECTS**

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

40 CFR 93.10115 defines a regionally significant project as:

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

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

A transportation project, other than an exempt project, that is on a facility which serves regional transportation needs... and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum:

- a. All principal arterial highways;
- b. All fixed guideway transit facilities that offer an alternative to regional highway travel; and
- c. Any other facilities determined to be regionally significant through Section 570, interagency consultation.

The Interagency Consultation Committee (ICC) maintains discretionary authority in interpreting and applying these definitions to the area’s transportation programs, plans, and projects. Definitions for regionally significant road projects and regionally significant transit projects, as developed by the ICC, are below.

### Regionally Significant Roadway Project Definition

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

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

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

- (b) the project will add at least one new continuous vehicular lane which either:
  - (i) extends from one intersecting principal or minor arterial to another intersecting principal or minor arterial; or
  - (ii) in the case of an interstate, extends from the on-ramp of one interstate interchange to a point beyond the off-ramp of the next adjacent interstate interchange.

#### Regionally Significant Transit Project Definition

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

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

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

## **VII. LOCAL PLANNING ACTIVITIES**

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

*2019 Transportation Master Plan, City of Nampa.*

*2020 Airport Master Plan, City of Nampa.*

*2022-2026 Integrated Five-Year Work Plan, ACHD, January 2022.*

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

*ACHD’s 2016 Capital Improvement Plan, ACHD, August 2016.*

*Bike and Pedestrian Master Plan, City of Nampa, 2020.*

*Blueprint Boise, City of Boise, January 2021.*

*Bus Network Redesign, VRT, June 2024.*

*Campus Master Plan, Boise State University, January 2016.*

*Communities in Motion 2050, regional long-range transportation plan for Ada and Canyon Counties, COMPASS, December 2022.*

*Congestion Management Process, COMPASS, April 2022.*

*Coordinated Human Services Transportation Plan*

*Draft 2024-2028 Integrated Five-Year Work Plan, ACHD, June 2023.*

*Draft FY25 to FY31 Idaho Transportation Investment Program (ITIP), Draft for Public Comment, ITD, July 2024.*

*I-84 Corridor Operations Plan, February 2023.*

*Idaho Public Transportation Plan, ITD, April 2018.*

*Intercity Connections Study, VRT, June 2024.*

*Mid-Star Service Area Capital Improvement Plan, City of Middleton, May 2021.*

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

*Regional Housing Coordination Plan, COMPASS, October 2023.*

*Safety Action Plan (Draft), COMPASS, ongoing.*

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

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

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

*Transportation Study and Improvement Plan, City of Middleton, December 2019.*

*Treasure Valley High-Capacity Transit Study, COMPASS, July 2020.*

*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.*

## **VIII. FINANCIAL CONSTRAINT**

The TIP is a financially driven document. Financial constraint is required by federal law and guidance, meaning that the TIP can only be programmed to the level that 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 addition of three new programs; the Carbon Reduction Program, the Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) program, and the National Electric Vehicle Infrastructure (NEVI) program.

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

#### **1. Federal-Aid Funding Assumptions**

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

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

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

## 2. State Funding Assumptions

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

The amount of state highway funding can be impacted by legislation passed in any given year. Several bills passed during the FY2024 legislative session influenced transportation funding and project development.

**House Bill 608aaS** provides clarification of using eminent domain in an agricultural protection area.

**House Bill 638aa** clarified the purpose and role of administration of Local Strategic Initiatives funds, but did not provide an allocation for the program.

**House Bill 729** clarifies how higher user revenues may be used within the state of Idaho.

**House Bill 770** provided the following funding apportionments from the general fund:

- \$206 million for road and bridge maintenance.
  - ITD portion: \$123.6 million
  - Local portion: \$82.4 million
- \$96.8 million for safety and capacity
  - ITD portion: \$58.1 million
  - Local portion: \$38.7 million
- \$200 million for the Strategic Initiatives program targeting the repair and replacement of aging and load-posted local bridges
- Up to \$10 million using American Rescue Plan Act (ARPA) funds for pedestrian safety projects.
- The Division of Financial Management shall identify any remaining ARPA funds beyond the \$10 million above and request eligible surface transportation projects during the 2025 Legislative session.

**Senate Bill 1293aa, aaH** repeals and replaces Idaho Code §50-222 to establish and clarify city annexation requirements and procedures.

**Senate Bill 1403** provides criteria for impact area boundary decisions.

## 3. Bonding Debt Assumptions

ITD uses Grant Anticipation Revenue Vehicle (GARVEE) revenue bonds to help fund transportation projects. These revenue bonds do not pledge the full faith and credit of the state. Idaho Code allows no more



than 30% of ITD's federal apportionment for debt service. The department uses federal highway revenue to repay the bonds.

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

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

In May 2019, \$141.6 million of the \$300 million authorized was bonded for projects on Interstate 84, US 95, and State Highway 16 corridors.

The debt service is approximately \$65 million annually, including the original \$857,000,000 and the new \$300,000,000 legislative authorization. Approximately \$60 million of the debt service is federal funds and approximately \$5 million is state matching funds.

In 2022, the Idaho Transportation Board approved the issuance of \$1.2 billion in bonds as part of the Leading Idaho initiative to fund safety and expansion projects around the state of Idaho. The program is known as State Transportation Expansion and Congestion Mitigation, or TECM.

Estimated debt service in FY2025 is \$64 million, increasing to \$80 million in FY2026-FY2031, paid with state sales tax.

## **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 FY2025-2031 STIP provides financial data and financial constraint documentation 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 34.4% of its transportation funds from federal revenues such as the National Highway Trust Fund and the Airport and Airways Trust Fund, 51.7% from state revenues generated by transportation-related taxes and fees paid by Idaho citizens into the state's Highway Distribution Account (HDA) and air-fuel tax accounts, and 13.9% from other revenues such as local match (Table 7).

Table 7: ITD Appropriation Request – FY2025 (as of August 30, 2024)

<b>Fund Sources</b>	<b>State</b>	<b>Federal</b>	<b>Other</b>	<b>Total</b>
Distribution of Highway User Revenue to ITD	\$353.0			\$353.0
Cigarette Tax – for Debt Service (state match)	\$4.7			\$4.7
Cigarette Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$10.1			\$10.1
4% Sales Tax – for Transportation Expansion/Congestion Mitigation (TECM)	\$87.5			\$87.5
Aviation Fuel Tax	\$3.0			\$3.0
Federal		\$494.3		\$494.3
Local Match			\$10.5	\$10.5
Services for State Agencies			\$0.3	\$0.3
Miscellaneous State	\$54.2			\$54.2
State/Local – Strategic Initiatives Program Fund	\$189.7		\$210.0	\$399.7
Prior Year Federal Authority Obligated		-		
Beginning Cash	\$89.6			\$89.6
Cash Adjustment				
<b>Total Fund Sources</b>	<b>\$791.8</b>	<b>\$494.3</b>	<b>\$220.8</b>	<b>\$1,506.8</b>

<b>Expenditures</b>				
Personnel	\$139.9	17.8	0.3	158.0
Operating	\$108.7	\$21.7	0.2	\$130.6
Capital Facilities	\$55.2	-	-	\$55.2
Equipment	\$58.1	0	0	\$58.1
Sub-Grantee (Pass-Through)	\$2.3	\$32.7	\$0.1	\$35.1
Contract Construction and Right-of-Way Acquisition	\$343.3	\$382.6	\$207.5	\$933.4
TECM Debt Service and Capital Project Fund	-			
<b>Total Expenditures (spending authority)</b>	<b>\$707.4</b>	<b>\$454.8</b>	<b>\$208.1</b>	<b>\$1,370.3</b>

<b>GARVEE Debt Service</b>	\$4.7	\$57.7		\$62.4
<b>TECM Debt Service</b>	\$58.9			\$48.9

<b>Total Program Funding</b>	<b>\$771.0</b>	<b>\$512.5</b>	<b>\$208.1</b>	<b>\$1,491.6</b>
	51.7%	34.4%	13.9%	

Funds in Excess of Appropriation	\$20.7	(\$18.1)	\$12.7	\$15.2
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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 8) provides the summary of how these funds are forecasted for FY2025.

Table 8: ITD Highway User Revenue - FY2025

Revenue Sources	HDA	New Revenue	Total
<b>Motor Fuel Taxes</b>	\$328.6	\$82.6	\$411.2
Less: Parks, Tax Commission, Refunds, Railroad, Bridge Inspection	(\$28.0)		(\$28.0)
Less: Ethanol transfer to ITD	(\$20.3)		(\$20.3)
Net Motor Fuel to Distribute	\$280.3	\$82.6	\$362.9
<b>Registrations</b>	\$140.2	\$45.2	\$185.4
<b>Other</b>	\$11.5	\$0.0	\$11.5
<b>Net to Distribute</b>	<b>\$432.0</b>	<b>\$127.8</b>	<b>\$559.8</b>

Distributions	HDA	New Revenue	Total
<b>ITD</b> (59.25% HDA) / (60% New Revenue)	\$255.9	\$76.8	\$332.7
<b>Ethanol Transfer to ITD</b>	\$20.3	\$0.0	\$20.3
<b>Total to ITD</b>	\$276.2	\$76.8	\$353.0
<b>Idaho State Police</b> (1% HDA) / (0% New Revenue)	\$4.3		\$433
<b>Locals</b> (39.75% HDA) / (40% New Revenue)	\$171.7	\$51.1	\$222.8
<b>Total Distributions</b>	<b>\$431.9</b>	<b>\$127.9</b>	<b>\$559.8</b>

Sub-Allocation of Locals Distribution	HDA	New Revenue	Total
<b>Locals</b> (39.75% HDA) / (40% New Revenue)	<b>\$171.7</b>	<b>\$51.1</b>	<b>\$222.8</b>
Less: LHTAC	(\$0.6)	(\$0.2)	(\$0.8)
Net Local to Distribute	\$171.1	\$50.9	\$222.0
Cities (30%)	\$51.3	\$15.3	\$66.6
Counties and Highway Districts (70%)	\$119.8	\$35.6	\$155.4

Amounts in millions and rounded and may not add, due to rounding.

Based on August 2025 Forecast

Report provided by ITD.

ITD’s STIP outlines the department’s transportation revenues and expenditures for capital improvement and preservation projects from FY2025 through FY2031. 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 six MPOs’ TIPs.

ITD’s budget policy section estimates revenues into the state HDA based on past performance and future economic and use factors (Table 9). The amounts shown include the match and federal funds estimated to be available for programmed projects.

Table 9: Available Funding with Match vs. Programmed Projects FY2025-2031 **Draft** Idaho Transportation Investment Program (as of 6/29/2024)

FY2025-FY2031 Draft Idaho Transportation Investment Program (ITIP)																
Program Name	Draft Statewide Transportation Improvement Program (STIP)								(PREL for Locals)						Sum FY25-31	
	FY 2025		FY 2026		FY 2027		FY 2028		FY 2029		FY 2030		FY 2031			
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Pavement Preservation	63,626	53,915	58,824	75,096	57,670	79,561	56,539	74,951	55,431	53,031	54,344	73,253	53,278	44,419	399,712	454,226
Pavement Restoration	113,687	110,390	137,255	117,585	134,564	118,094	131,925	129,945	129,338	132,075	126,802	105,656	124,316	132,889	897,887	846,634
<b>State Highway System (SHS) Pavements</b>	<b>177,313</b>	<b>164,305</b>	<b>196,079</b>	<b>192,681</b>	<b>192,234</b>	<b>197,655</b>	<b>188,464</b>	<b>204,896</b>	<b>184,769</b>	<b>185,106</b>	<b>181,146</b>	<b>178,909</b>	<b>177,594</b>	<b>177,308</b>	<b>1,297,599</b>	<b>1,300,860</b>
Bridge Preservation	19,902	23,249	18,963	19,959	19,223	28,015	18,846	21,115	18,477	21,980	18,115	18,960	17,759	19,062	131,285	152,340
Bridge Restoration	68,149	76,672	55,390	63,642	76,894	67,779	75,386	79,261	73,908	72,796	72,458	74,342	71,038	69,000	493,223	503,492
<b>SHS Bridges</b>	<b>88,051</b>	<b>99,921</b>	<b>74,353</b>	<b>83,601</b>	<b>96,117</b>	<b>95,794</b>	<b>94,232</b>	<b>100,376</b>	<b>92,385</b>	<b>94,776</b>	<b>90,573</b>	<b>93,302</b>	<b>88,797</b>	<b>88,062</b>	<b>624,508</b>	<b>655,832</b>
Safety	12,728	5,573	12,737	12,390	12,487	24,816	12,242	10,843	12,002	18,434	11,767	52,882	11,536	150,453	85,499	250,693
Capacity	77,080	92,694	46,714	32,800	90,790	66,863	150,833	131,365	157,196	152,823	204,043	153,899	204,921	146,670	931,577	777,114
<b>Safety &amp; Capacity Total</b>	<b>89,808</b>	<b>98,267</b>	<b>59,451</b>	<b>45,190</b>	<b>103,277</b>	<b>91,679</b>	<b>163,075</b>	<b>142,208</b>	<b>169,198</b>	<b>171,257</b>	<b>215,810</b>	<b>206,781</b>	<b>216,457</b>	<b>297,123</b>	<b>1,017,076</b>	<b>1,052,505</b>
Supporting Infrastructure Assets	25,000	37,816	24,510	25,137	24,029	23,225	23,558	23,558	23,096	23,096	22,643	22,644	22,199	23,249	165,035	178,725
System Support	7,000	13,684	7,000	10,721	7,000	6,239	7,000	2,376	7,000	4,901	7,000	2,061	7,000	2,061	49,000	42,043
<b>SHS Core</b>	<b>387,172</b>	<b>413,993</b>	<b>361,393</b>	<b>357,330</b>	<b>422,657</b>	<b>414,592</b>	<b>476,329</b>	<b>473,414</b>	<b>476,448</b>	<b>479,136</b>	<b>517,172</b>	<b>503,697</b>	<b>512,047</b>	<b>587,803</b>	<b>3,153,218</b>	<b>3,229,965</b>
State Board Unallocated	10,000	10,000	10,000	10,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	110,000	120,000
Planning, Scoping, & Studies	8,000	8,000	8,000	7,800	8,000	7,950	8,000	7,950	8,000	7,500	8,000	7,500	8,000	6,500	48,000	53,200
Early Development	202,533	205,233	97,050	97,050	103,945	104,144	71,935	72,935	31,620	32,616	0	0	0	0	304,550	511,978
Leading Idaho (TECM)	130,000	130,675	127,310	127,310	60,000	60,000	0	0	0	0	0	0	0	0	187,310	317,985
TECM Program	41,580	41,890	10,690	10,690	10,000	10,000	10,000	10,000	0	0	0	0	0	0	30,690	72,580
TECM Debt Service + Fees & Interest	63,986	63,986	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	480,000	543,986
Formula Debt Service + Fees & Interest	63,432	63,432	63,541	63,541	65,044	65,044	67,029	67,029	66,497	66,497	29,525	29,525	32,301	32,301	323,937	387,369
<b>SHS Strategic</b>	<b>519,531</b>	<b>523,216</b>	<b>396,591</b>	<b>396,391</b>	<b>346,989</b>	<b>347,138</b>	<b>256,964</b>	<b>257,914</b>	<b>206,117</b>	<b>206,613</b>	<b>137,525</b>	<b>137,025</b>	<b>140,301</b>	<b>138,801</b>	<b>2,004,018</b>	<b>2,007,098</b>
Metropolitan Planning (MPOs)	2,456	2,455	2,491	2,491	2,491	2,491	2,491	2,491	2,491	2,491	0	0	0	0	9,964	9,964
State Planning and Research	9,435	9,435	9,624	9,624	9,624	9,624	9,624	9,624	9,624	9,624	0	0	0	0	38,496	38,496
<b>Hwy Planning</b>	<b>11,891</b>	<b>11,890</b>	<b>12,115</b>	<b>12,115</b>	<b>12,115</b>	<b>12,115</b>	<b>12,115</b>	<b>12,115</b>	<b>12,115</b>	<b>12,115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60,351</b>	<b>60,350</b>
Rail-Highway Crossings	2,207	2,210	2,207	2,210	2,207	2,215	2,207	2,210	2,207	2,040	2,207	1,845	2,207	105	38,496	38,496
Freight	11,180	9,285	11,180	9,348	10,961	10,133	10,746	12,332	10,535	7,735	10,329	24,891	10,126	0	48,460	48,460
Recreational Trails	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	1,711	0	1,711	0	1,711	13,242	10,625
Electric Vehicle Program	10,192	10,192	7,804	1,192	7,728	0	7,654	0	7,581	0	7,510	0	0	0	63,877	64,439
Carbon Reduction Program	0	2,626	0	1,995	0	625	0	625	0	0	0	0	0	0	6,844	10,266
<b>Hwy Statewide Competitive</b>	<b>25,290</b>	<b>26,024</b>	<b>22,902</b>	<b>16,456</b>	<b>22,607</b>	<b>14,684</b>	<b>22,318</b>	<b>16,878</b>	<b>22,034</b>	<b>11,486</b>	<b>20,046</b>	<b>28,447</b>	<b>12,333</b>	<b>1,816</b>	<b>147,530</b>	<b>115,791</b>
Local Transportation Mgt Area (TMA)	12,665	12,665	12,665	12,665	12,416	12,416	12,173	12,172	11,934	11,140	11,700	8,972	0	1,737	60,888	21,220
Transportation Alternatives - TMA	1,155	1,155	1,159	1,159	1,137	1,137	1,114	1,114	1,093	1,093	1,071	0	0	0	0	1,159
Carbon Reduction - TMA	1,178	1,178	3,706	3,706	1,555	1,486	1,524	1,444	1,494	0	1,465	0	0	0	9,744	4,956

**FY2025-FY2031 Draft Idaho Transportation Investment Program (ITIP)**

Performance Program Name	Draft Statewide Transportation Improvement Program (STIP)								(PREL for Locals)						Sum FY25-31	
	FY 2025		FY 2026		FY 2027		FY 2028		FY 2029		FY 2030		FY 2031		Available	Programmed
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
Local Large Urban	10,740	10,739	10,739	10,739	10,528	10,529	10,322	10,347	10,120	9,520	9,921	154	0	0	51,630	84,050
Local Small Urban	5,012	5,012	5,012	5,012	4,913	4,913	4,817	4,817	4,723	4,723	4,630	0	0	0	0	51,449
Local Rural	18,471	18,471	18,574	18,574	18,210	18,210	17,853	17,853	17,503	17,503	17,160	0	0	0	89,300	21,918
Transportation Alternatives (TAP)	7,618	7,618	7,803	7,803	7,803	7,803	7,803	7,803	7,803	0	7,803	0	0	0	39,015	10,733
Bridge, Local	17,934	17,934	13,282	13,282	9,336	9,336	9,153	9,153	8,973	8,973	8,797	0	0	0	0	43,832
Bridge, Off System	6,750	6,750	6,750	6,750	6,750	6,750	6,750	6,750	6,750	6,750	6,750	0	0	0	33,750	21,203
Local Safety	11,728	11,728	11,756	11,756	11,526	11,526	11,300	11,300	11,078	11,078	10,861	0	0	0	56,521	65,322
<b>Hwy Local</b>	<b>93,251</b>	<b>93,250</b>	<b>91,446</b>	<b>91,446</b>	<b>84,174</b>	<b>84,106</b>	<b>82,809</b>	<b>82,753</b>	<b>81,471</b>	<b>70,780</b>	<b>80,158</b>	<b>9,126</b>	<b>0</b>	<b>1,737</b>	<b>513,309</b>	<b>433,198</b>
<b>Hwy Federal Formula &amp; State Funds</b>	<b>1,037,135</b>	<b>1,068,373</b>	<b>884,447</b>	<b>873,738</b>	<b>888,542</b>	<b>872,635</b>	<b>850,535</b>	<b>843,074</b>	<b>798,185</b>	<b>780,130</b>	<b>754,901</b>	<b>678,295</b>	<b>664,681</b>	<b>730,157</b>	<b>5,878,426</b>	<b>5,846,402</b>
Emergency Relief	7,350	7,350	0	0	0	0	0	0	0	0	0	0	0	0	0	0
High Priority & Discretionary	15,049	15,049	2,625	2,625	1,500	1,500	0	0	0	0	0	0	0	0	0	0
Federal Lands Access	17,560	17,560	10,977	10,977	31,227	31,227	1,335	1,335	0	0	0	0	0	0	0	0
Other Federal Non-Formula	4,731	4,731	7,487	7,487	11,768	11,768	882	882	682	682	882	882	682	682	682	682
Indian Reservation Roads	155,257	155,257	155,257	155,257	155,257	155,257	0	0	0	0	0	0	0	0	0	0
<b>Hwy Other Federal Programs</b>	<b>199,947</b>	<b>199,947</b>	<b>176,346</b>	<b>176,346</b>	<b>199,752</b>	<b>199,752</b>	<b>2,217</b>	<b>2,217</b>	<b>682</b>	<b>682</b>	<b>882</b>	<b>882</b>	<b>682</b>	<b>682</b>	<b>580,508</b>	<b>580,508</b>
Federal Non-Participating	550	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Local/Private Partnership	4,459	4,459	1,600	1,600	16,302	16,302	2,920	2,920	11,443	11,443	1,585	1,585	0	0	0	0
<b>Hwy Other Programs</b>	<b>5,009</b>	<b>5,009</b>	<b>1,600</b>	<b>1,600</b>	<b>16,302</b>	<b>16,302</b>	<b>2,920</b>	<b>2,920</b>	<b>11,443</b>	<b>11,443</b>	<b>1,585</b>	<b>1,585</b>	<b>0</b>	<b>0</b>	<b>38,859</b>	<b>38,859</b>
<b>Highways Total</b>	<b>1,242,091</b>	<b>1,273,329</b>	<b>1,062,393</b>	<b>1,051,684</b>	<b>1,104,596</b>	<b>1,088,689</b>	<b>855,672</b>	<b>848,211</b>	<b>810,310</b>	<b>792,255</b>	<b>757,368</b>	<b>680,762</b>	<b>665,363</b>	<b>730,839</b>	<b>6,497,793</b>	<b>6,465,769</b>
Capital	63,393	63,393	42,077	42,077	33,698	33,698	14,205	14,205	11,869	11,869	0	0	0	0	0	0
Operations	55,480	55,480	45,938	45,938	32,492	32,492	13,072	13,072	11,294	11,294	0	0	0	0	0	0
<b>Public Transit Total</b>	<b>118,873</b>	<b>118,873</b>	<b>88,015</b>	<b>88,015</b>	<b>66,190</b>	<b>66,190</b>	<b>27,277</b>	<b>27,277</b>	<b>23,163</b>	<b>23,163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>323,518</b>	<b>323,518</b>
New Airport Facility	5,288	5,288	5,199	5,199	2,864	2,864	450	450	0	0	0	0	0	0	0	0
Airport Facility Maintenance	11,078	11,078	25,157	25,157	19,062	19,062	8,483	8,483	5,344	5,344	3,500	3,500	3,500	0	0	0
Airport Planning	282	282	567	567	3,500	3,500	550	550	0	0	0	0	0	0	0	0
Aviation system Planning	40	40	261	261	0	0	0	0	0	0	0	0	0	0	0	0
<b>Aeronautics Total</b>	<b>16,688</b>	<b>16,688</b>	<b>31,184</b>	<b>31,184</b>	<b>25,426</b>	<b>25,426</b>	<b>9,483</b>	<b>9,483</b>	<b>5,344</b>	<b>5,344</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>0</b>	<b>95,125</b>	<b>91,625</b>
<b>Grand Total</b>	<b>1,377,652</b>	<b>1,408,890</b>	<b>1,181,592</b>	<b>1,170,883</b>	<b>1,196,212</b>	<b>1,180,305</b>	<b>892,432</b>	<b>884,971</b>	<b>838,817</b>	<b>820,762</b>	<b>760,868</b>	<b>684,262</b>	<b>668,863</b>	<b>730,839</b>	<b>6,916,436</b>	<b>6,880,912</b>

\*Available estimates are to be used for planning purposes only. FFY26 is the last year of IJA transportation act.  
 Projects in the Early Development program use available balances from State Bond Proceeds or other SHS programs.  
 Funds expressed in Year-Of-Expenditure Dollars assuming 2% annual inflation.  
 Programming assumes 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 FY2023, the local roadway jurisdictions in Ada and Canyon Counties budgeted 14% of their budget to capital construction projects. Most of the funds (47%) were budgeted for reconstruction and routine maintenance, demonstrating that maintaining the existing system is a very high priority for the region. Another 23% was budgeted for "other expenses," such as property purchase and engineering. Equipment consumed 9% of the budget. Finally, administrative costs were 7% of the overall expenses for roadway jurisdictions.

Tables 10 through 12 provide FY2023 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](mailto:info@compassidaho.org).

Table 10: Total Local Income Sources for Agencies with Roadway Jurisdiction, FY2023

	Total Local Income	Total State Income	Total Federal Income	Total Income
<b>Highway Districts</b>				
ACHD	\$96,610,557	\$89,875,856	\$11,283,713	\$197,770,126
Golden Gate Highway District No. 3	\$1,758,542	\$2,100,311	\$23,964	\$3,882,817
Highway District No. 4	\$8,248,229	\$5,201,059	\$424,907	\$13,874,195
Nampa Highway District No. 1	\$11,489,011	\$6,579,731	\$0	\$18,068,742
Notus-Parma Highway District No. 2	\$1,365,836	\$1,870,405	\$0	\$3,236,241
<b>Cities</b>				
Caldwell	\$17,191,183	\$5,217,757	\$80,818	\$22,489,758
Greenleaf	\$150,626	\$49,576	\$0	\$200,202
Melba	\$4,777	\$98,153	\$0	\$102,930
Middleton	\$6,024,719	\$988,800	\$0	\$7,013,519
Nampa	\$14,771,204	\$7,531,865	\$434,928	\$22,737,997
Notus	\$29,641	\$37,151	\$0	\$66,792
Parma	\$490,236	\$178,254	\$0	\$668,490
Wilder	\$18,089	\$412,523	\$0	\$430,612
<b>Total</b>	<b>\$158,152,650</b>	<b>\$120,141,441</b>	<b>\$12,248,330</b>	<b>\$290,542,421</b>

Source: 2023 Road and Street Report, Self-Reported, September 30, 2022.

Table 11: Total Disbursements for Agencies with Roadway Jurisdiction, FY2023

	Total Construction Costs	Total Reconstruction Costs	Total Routine Maintenance	Total Equipment	Administration	*Other Expenses	Total Disbursements
<b>Highway Districts</b>							
ACHD	\$7,180,841	\$43,382,842	\$43,570,522	\$12,091,302	\$11,409,998	\$37,916,646	\$155,552,151
Golden Gate Highway District No. 3	\$0	\$1,033,313	\$1,101,470	\$522,093	\$115,702	\$227,627	\$3,000,205
Highway District No. 4	\$0	\$4,758,617	\$2,299,929	\$1,574,424	\$817,740	\$1,074,548	\$10,525,258
Nampa Highway District No. 1	\$1,630,229	\$3,077,803	\$3,057,209	\$1,840,879	\$584,385	\$3,563,849	\$13,754,354
Notus-Parma Highway District No. 2	\$0	\$424,030	\$1,157,805	\$562,559	\$253,098	\$142,972	\$2,540,464
<b>Cities</b>							
Caldwell	\$12,846,072	\$934,332	\$1,427,323	\$672,052	\$749,033	\$4,305,675	\$20,934,487
Greenleaf	\$0	\$101,233	\$0	\$7,159	\$26,578	\$14,914	\$149,884
Melba	\$0	\$521	\$14,301	\$4,711	\$23,544	\$54,050	\$97,127
Middleton	\$3,967,597	\$30,239	\$215,750	\$140,836	\$117,228	\$780,055	\$5,251,705
Nampa	\$8,287,422	\$464,640	\$2,615,295	\$2,720,820	\$1,135,226	\$4,882,974	\$20,106,377
Notus	\$0	\$0	\$21,233	\$1,522	\$632	\$6,389	\$29,776
Parma	\$0	\$20,005	\$41,778	\$22,262	\$33,557	\$93,376	\$210,978
Wilder	\$0	\$34,870	\$16,197	\$14,999	\$52,637	\$17,969	\$136,672
<b>Total</b>	<b>\$33,912,161</b>	<b>\$54,262,445</b>	<b>\$55,538,812</b>	<b>\$20,175,618</b>	<b>\$15,319,358</b>	<b>\$53,081,044</b>	<b>\$232,289,438</b>

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

Source: 2023 Road and Street Report, Self-Reported, September 30, 2023.

Table 12: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023

	<b>Beginning Balance</b>	<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>	<b>Adjust</b>	<b>Closing Fund Balance</b>	<b>Obligated for Projects</b>	<b>Retained for Operations</b>
<b>Highway Districts</b>								
ACHD	\$78,660,913	\$197,770,126	\$155,552,151	\$42,217,975		\$120,878,888	\$120,878,888	
Golden Gate Highway District No. 3	\$4,037,134	\$3,882,817	\$3,000,205	\$882,612		\$4,919,746	\$4,695,746	\$224,000
Highway District No. 4	\$14,662,016	\$13,874,195	\$10,525,258	\$3,348,937	\$204,631	\$18,215,584	\$17,515,584	\$700,000
Nampa Highway District No. 1	\$12,890,168	\$18,068,742	\$13,754,354	\$4,314,388		\$17,204,556	\$9,976,127	\$7,228,429
Notus-Parma Highway District No. 2	\$5,901,711	\$3,236,241	\$2,540,464	\$695,777	\$13,578	\$6,611,066	\$6,411,066	\$200,000
<b>Cities</b>								
Caldwell	\$11,410,291	\$22,489,758	\$20,934,487	\$1,555,271		\$12,965,562	\$9,075,894	\$3,889,668
Greenleaf	\$206,341	\$200,202	\$149,884	\$50,318		\$256,659	\$256,659	\$0
Melba	\$59,132	\$102,930	\$97,127	\$5,803		\$64,935	\$60,000	\$4,935
Middleton		\$7,013,519	\$5,251,705	\$1,761,814		\$1,761,814	\$1,274,054	\$487,760
Nampa	\$46,233,403	\$22,737,997	\$20,106,377	\$2,631,620		\$48,865,023	\$35,746,045	\$7,528,928
Notus		\$66,792	\$29,776	\$37,016		\$37,016	\$37,016	\$0
Parma	\$379,484	\$668,490	\$210,978	\$457,512		\$836,996	\$316,996	\$520,000
Wilder	\$295,138	\$430,612	\$136,672	\$293,940		\$589,078	\$589,078	
<b>Total</b>	<b>\$174,735,731</b>	<b>\$290,542,421</b>	<b>\$232,289,438</b>	<b>\$58,252,983</b>	<b>\$218,209</b>	<b>\$233,206,923</b>	<b>\$206,833,153</b>	<b>\$20,783,720</b>

Source: 2023 Road and Street Report, Self-Reported, September 30, 2023.



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

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

Table 13: VRT FY2025 Budget Summary by Budget Area

**Fiscal Year 2025  
Budget Summary by Budget Area**

**REVENUES**

**Regional Overhead**

Directly Generated Revenues	\$ -
Auxiliary Revenues	-
Non-Transportation Revenues	-
Federal Assistance	4,908,259
Local Assistance	4,006,653
<b>TOTAL</b>	<b>\$ 8,914,911</b>

**Ada County Transportation Services**

Directly Generated Revenues	\$ 746,805
Auxiliary Revenues	211,969
Federal Assistance	4,686,104
Local Assistance	8,342,620
Draw from Surplus Fund Balance	-
<b>TOTAL</b>	<b>\$ 13,987,497</b>

**Canyon County Transportation Services**

Directly Generated Revenues	\$ 146,456
Auxiliary Revenues	465,936
Federal Assistance	2,228,117
Local Assistance	1,388,424
Draw from Surplus Fund Balance	-
<b>TOTAL</b>	<b>\$ 3,808,934</b>

**EXPENSES**

**Regional Overhead**

Wages and Salaries	\$ 2,440,849
Fringe Benefits	\$ 1,813,930
Professional Services	\$ 1,137,050
Materials and Supplies	\$ 396,950
Utilities	\$ 126,551
Casualty and Liability	\$ 193,750
Purchased Transportation	\$ 1,408,200
Miscellaneous	\$ 585,005
Subrecipient Pass Through	770,124
Interest	916
Leases and Rentals	41,587
<b>TOTAL</b>	<b>\$ 8,914,911</b>

**Ada County Transportation Services**

Wages and Salaries	\$ 6,202,500
Fringe Benefits	4,281,700
Professional Services	677,026
Materials and Supplies	1,162,550
Utilities	170,600
Casualty and Liability	678,800
Purchased Transportation	-
Miscellaneous	212,600
Interest	136,498
Leases and Rentals	334,389
<b>TOTAL</b>	<b>\$ 13,987,497</b>

**Canyon County Transportation Services**

Wages and Salaries	\$ 1,721,319
Fringe Benefits	744,289
Professional Services	258,900
Materials and Supplies	687,472
Utilities	79,000
Casualty and Liability	294,058
Purchased Transportation	-
Miscellaneous	23,897
Interest	-
Leases and Rentals	-
<b>TOTAL</b>	<b>\$ 3,808,934</b>

**Specialized Transportation Services**

Directly Generated Revenues	\$ -
Auxiliary Revenues	506,695
Federal Assistance	952,278
Local Assistance	598,616
<b>TOTAL</b>	<b>\$ 2,057,590</b>

**Specialized Transportation Services**

Wages and Salaries	\$ 548,017
Fringe Benefits	403,864
Professional Services	920,635
Materials and Supplies	72,683
Utilities	5,640
Casualty and Liability	-
Purchased Transportation	-
Miscellaneous	106,750
Interest	-
Leases and Rentals	-
<b>TOTAL</b>	<b>\$ 2,057,590</b>

**Capital Projects**

Federal Capital Assistance	\$ 5,719,206
Local Capital Assistance	1,285,794
Subrecipient Pass Through	-
Draw from Surplus Fund Balance	-
<b>TOTAL</b>	<b>\$ 7,005,000</b>

**Capital Projects**

VRT	\$ 7,005,000
Subrecipient - Pass Through	-
<b>TOTAL</b>	<b>\$ 7,005,000</b>

**Grand Total Revenues, All Sources \$ 35,773,932**

**Grand Total Expenses \$ 35,773,932**

**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 14.

*Table 14: Percentage of Programmed vs. Available Funds Per Year*

2025	2026	2027	2028	2029	PD
99.71%	99.58%	99.43%	99.29%	96.78%	98.42%

Table 15 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 can provide the required local match and that the document meets the requirement of financial constraint.

Table 15: COMPASS Region Available vs. Programmed Funding

Funding Source*	2025		2026		2027		2028		2029		PD**	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
AC (Local)	(4,419)	(4,419)	938	938	(285)	(285)	(625)	(625)	-	-	16,025	16,025
AC (State)	(81,343)	(81,343)	(13,400)	(13,400)	(25,300)	(25,300)	(10,000)	(10,000)	-	-	-	-
Bridge (Local)	-	-	152	152	5,358	5,358	-	-	-	-	-	-
CRP-LU^	625	625	625	373	625	625	625	625	625	-	1,250	-
CRP - TMA^	1,178	1,178	3,751	3,751	1,523	1,523	1,533	1,533	1,533	-	3,066	183
Discretionary	35,410	35,410	-	-	985	985	-	-	-	-	-	-
Federal RRX	695	695	875	875	-	-	60	60	630	630	1,150	1,150
Freight	1,030	1,030	4,516	4,516	8,330	8,330	-	-	-	-	-	-
FTA 5303***	424	458	424	458	424	458	424	458	424	-	-	-
FTA 5307 LU***	5,942	5,942	5,400	5,199	5,400	5,199	5,400	5,199	5,400	5,199	-	-
FTA 5307 SU***	3,417	2,952	3,417	2,952	3,417	2,952	3,417	2,952	3,417	2,952	-	-
FTA 5310 LU***	500	500	500	500	500	500	500	500	500	500	-	-
FTA 5310 R	240	240	243	243	-	-	-	-	-	-	-	-
FTA 5310 SU***	403	317	403	403	403	403	403	403	403	403	-	-
FTA 5311	5,980	5,980	3,100	3,100	-	-	-	-	-	-	-	-
FTA 5339 LU***	576	576	510	510	450	449	450	449	450	449	-	-
FTA 5339 R	1,876	1,876	2,345	2,345	-	-	-	-	-	-	-	-
FTA 5339 SU***	282	258	282	258	282	258	282	258	282	258	-	-
HSIP (Local)	-	-	883	883	-	-	-	-	-	-	-	-
Interstate Maintenance	14,500	14,500	4,395	4,395	-	-	-	-	-	-	83,071	83,071
Leading Idaho	-	-	-	-	17,687	17,687	-	-	-	-	-	-
Local (Regionally Significant)	23,775	23,775	33,337	33,337	9,355	9,355	11,496	11,496	-	-	93,738	93,738
Local Participating	12,311	12,311	8,359	8,359	12,286	12,286	-	-	-	-	52,828	52,828
Metropolitan Planning	1,487	1,487	1,517	1,517	1,517	1,517	1,517	1,517	1,517	1,517	-	-
NHPP	11,995	11,995	23,707	23,707	13,109	13,109	11,830	11,830	81,838	81,838	83,320	83,320
Private Developer	2,478	2,478	-	-	-	-	2,038	2,038	12,386	12,386	-	-
State	114,395	114,395	108,037	108,037	17,166	17,166	33,428	33,428	-	-	14,234	14,234
STBG-LU	659	659	6,387	6,387	8,061	8,061	204	204	2,097	2,097	7,448	7,448
STBG-R	-	-	-	-	-	-	2,575	2,575	-	-	-	-
STBG-State	9,323	9,323	214	214	13,693	13,693	1,872	1,872	-	-	78,686	78,686
STBG-TMA	12,665	12,665	12,898	12,898	13,387	13,387	12,829	12,829	12,090	11,079	24,180	20,994
TAP-TMA	1,155	944	1,177	1,171	1,160	1,160	1,182	1,182	1,170	1,022	2,512	2,521
TAP-U	153	153	408	408	705	705	528	528	-	-	-	-
TECM	85,979	85,979	4,080	4,080	4,890	4,890	10,612	10,612	-	-	-	-
<b>Total</b>	<b>263,691</b>	<b>262,939</b>	<b>219,480</b>	<b>218,566</b>	<b>115,128</b>	<b>114,471</b>	<b>92,580</b>	<b>91,923</b>	<b>124,338</b>	<b>120,330</b>	<b>461,508</b>	<b>454,198</b>
Percent Unprogrammed	0.29%		0.42%		0.57%		0.71%		3.22%		1.58%	

As of September 2024. All amounts shown in \$1,000, most including required local match and shown in year of expenditure – inflated.

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

\*\*PD=Preliminary Development, meaning the project does not have a construction year, but may begin design work. Column includes projects reported as funded in FY2030 or FY2031.

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

^Includes carry-over funds from previous years.

Blue highlight = programs managed by COMPASS or VRT.

## IX. PROGRAM FUNDING ALLOCATIONS

The TIP is required to provide a breakdown of federal and regionally significant projects into roadway and alternative solutions. This information is in Table 16.

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 16: Share of Project Costs Allocated by Type of Project

Year	Total Programmed Funds*	Amount Allocated to Roadway Solutions	Amount Allocated to Alternative Solutions	Amount Allocated to Air Quality	Amount Allocated to Other	Percent to Roadways Solutions	Percent to Alternative Solutions	Percent to Air Quality	Percent to Other
2025	\$271,065	\$190,119	\$71,166	\$900	\$9,555	70.14%	26.25%	0.33%	3.52%
2026	\$225,479	\$173,319	\$45,909	\$4,722	\$2,574	76.87%	20.36%	2.09%	1.14%
2027	\$119,050	\$75,877	\$35,524	\$4,165	\$3,484	63.74%	29.84%	3.50%	2.93%
2028	\$96,502	\$34,164	\$25,585	\$0	\$36,753	35.40%	26.51%	0.00%	38.09%
2029	\$124,909	\$95,392	\$26,515	\$275	\$2,727	76.37%	21.23%	0.22%	2.18%
2030	\$128,242	\$121,154	\$4,795	\$1,682	\$611	94.47%	3.74%	1.31%	0.48%
2031	\$88,169	\$82,687	\$3,732	\$1,471	\$280	93.78%	4.23%	1.67%	0.32%
PD	\$237,787	\$122,781	\$51,409	\$0	\$63,598	51.63%	21.62%	0.00%	26.75%
Total	\$1,291,203	\$895,492	\$264,634	\$13,217	\$119,582	69.35%	20.50%	1.02%	9.26%

As of September 2024.

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

\*Funds shown in \$1,000.

\*Required match and local funds included.

# APPENDIX A: FUNDING TYPES AND ACRONYMS

Provides a way to decipher transportation and federal jargon.

## Funding Sources and Uses

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

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

COMPASS staff created a funding fact sheet titled [\*Transportation Funding Terms and Acronyms...Unraveling the Jargon\*](#)<sup>41</sup>, for a more succinct version of the information below, including definitions of transportation acronyms.

The information in this appendix 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.

<sup>41</sup> Transportation Funding Terms and Acronyms: [https://compassidaho.org/wp-content/uploads/funding\\_source\\_factsheet\\_Final.pdf](https://compassidaho.org/wp-content/uploads/funding_source_factsheet_Final.pdf)

## Transportation Funding Terms and Acronyms... Unraveling the Jargon

Every profession has its own acronyms and jargon. The “shorthand” wording makes it easier and quicker for professionals in any given field to communicate with each other. However, that same shorthand leaves everyone else searching for an interpreter.

This document provides definitions of terms and acronyms related to transportation funding commonly found in the regional transportation improvement program (TIP). The first two pages include definitions of common terms and concepts included in the TIP. The subsequent pages contain an alphabetical list of funding terms as shown in the “Funding Source” section of each project description in the TIP.

### General Acronyms and Terms Used in the TIP

ACHD	Ada County Highway District; the agency responsible for all non-state roadways in Ada County.
ACCHD	Association of Canyon County Highway Districts.
ADA	Americans with Disabilities Act; civil rights legislation prohibiting discrimination against persons with disabilities.
Boise Area / Boise Urban Area	Generally, northern Ada County, including the cities of Boise, Eagle, Garden City, and Meridian. For FHWA funding: Generally, eligible for Transportation Management Area (TMA) funds. For FTA funding: Eligible for “large urban” (LU) funds.
CIM	<i>Communities in Motion</i> (the regional long-range transportation plan).
COMPASS	Community Planning Association of Southwest Idaho.
EIS	Environmental Impact Statement.
EV	Electric vehicle.
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).
HD	Highway district.
Hwy (Highway)	Used with a funding program (e.g., State Hwy – System Support).
I	Interstate.
I-84	Interstate 84.
IMR	Interchange Modification Report.
IN	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Idaho Transportation Department (ITD)	The state agency responsible for state and national highways in Idaho, such as Interstate 84, US 20/26, and State Highway 55. ITD receives state and federal funding for transportation projects, primarily from state and federal fuel taxes and state registration fees.
ITS	Intelligent transportation systems: advanced technologies to improve the efficiency and safety of transportation systems.

## General Acronyms and Terms Used in the TIP, Continued

Key number (KN)	A unique identification number assigned to each project in the TIP.
Large Urban (LU)	For FHWA funding: An area between 49,999 and 200,000 in population. For FTA funding: An area over 200,000 in population. The Nampa Urban Area (made up of the Cities of Nampa and Caldwell and parts of the 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 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 / Nampa Urban Area	Generally, eastern Canyon County, including the cities of Nampa and Caldwell. For FHWA funding: Eligible for "large urban" (LU) funds. For FTA funding: Eligible for "small urban" (SU) funds.
National Environmental Policy Act (NEPA)	A law that requires the assessment of the environmental effects of proposed actions before making decisions on federally funded projects. A "NEPA study" refers to the documentation required for compliance with NEPA.
NHS	National Highway System
ORN	OTIS reference number (temporary key number).
OTIS	Office of Transportation Investment Systems (Department at ITD). (Renamed since this term was developed).
PD	Preliminary Development: the design phase of the project may begin, but construction is not yet programmed (budgeted) for a specific year.
PEL	Planning and Environmental Linkages (preliminary work for National Environmental Policy Act [NEPA] requirements).
PHB	Pedestrian Hybrid Beacon (pedestrian crossing signals on a roadway).
PM	Performance Measure. Refers to either of two sets of performance measures reported in the TIP: one to meet the vision or goals of the regional long-range transportation plan ( <i>Communities in Motion</i> ) and one to meet federal requirements.
RC	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
RD	Part of an ACHD key number. Local key numbers are used when a project is regionally significant, but 100% locally funded.
Rural (R)	For FHWA funding: An area with less than 5,000 in population. For FTA funding: An area with less than 50,000 in population.
RRFB	Rectangular Rapid Flashing Beacon (pedestrian crossing signals on a roadway).
Road Weather Information System (RWIS)	A weather station to provide real-time data along roadways.
SH	State highway (e.g., SH-16).
SR2S	Safe Routes to School; a program to improve the health of children by enabling and encouraging them to walk and bike to school safely.
Small Urban (SU)	For FHWA funding: An area between 5,000 and 50,000 in population. For FTA funding: An area between 50,000 and 200,000 in population.
State funding	Transportation funding collected by the State of Idaho for use by the Idaho Transportation Department.
TDM	Transportation Demand Management: a wide range of tactics meant to reduce the level of demand on the transportation system by providing alternative options of how and when people travel to reduce the number of trips and vehicles during congested hours of travel.
TIP	Regional transportation improvement program. A seven-year budget of projects in Ada and Canyon Counties paid for with federal or state transportation dollars and/or that are "regionally significant," no matter the funding source.



## General Acronyms and Terms Used in the TIP, Continued

Transportation Management Area (TMA)	An urban area over 200,000 in population. The Boise Urban Area (generally, northern Ada County) is the only TMA in Idaho. TMAs receive dedicated transportation funding not shared with the rest of the state. See specific policy regarding TMA funds at <a href="https://compassidaho.org/wp-content/uploads/TAP-TMApolicy190225.pdf">https://compassidaho.org/wp-content/uploads/TAP-TMApolicy190225.pdf</a> (FHWA term. FTA refers to TMA areas as Large Urban.)
TSMO	Transportation System Management and Operations.
TVT	Treasure Valley Transit; a private, non-profit public transportation company operating in rural southwest Idaho.
TWTL	Two-Way-Left-Turn-Lane.
US	When used with a number, refers to a US highway (e.g., US-20).
VRT	Valley Regional Transit; the regional public transportation authority for Ada and Canyon Counties.

## Funding Sources and Uses

The information below reflects the *typical* use of funds and is provided to help the reader understand the 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 at 208/475-2238 with specific questions on any funding source or type of project.

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 (Local)	Replacing or rehabilitating local (non-ITD) bridges.	Fixing a current bridge or replacing an old bridge with a new one.	Local highway districts or cities
Bridge (State)	Replacing or rehabilitating state bridges.	Fixing a current bridge or replacing an old bridge with a new one.	ITD
Carbon Reduction Program – Large Urban (CRP-LU)	Projects in the Nampa Urban Area designed to reduce carbon dioxide (CO <sub>2</sub> ) emissions from on-road highway sources.	Traffic monitoring, management, or control facility or program; public transportation; sidewalks or pathways; etc.	Generally, jurisdictions in the Nampa Urban Area

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
Carbon Reduction Program – Transportation Management Area (CRP-TMA)	Projects in areas with populations over 200,000 designed to reduce carbon dioxide (CO2) emissions from on-road highway sources.	Traffic monitoring, management, or control facility or program; public transportation; sidewalks or pathways; etc.	Generally, jurisdictions in the Boise Urban Area
Discretionary	Projects funded through a competitive grant process at the national level. These funds are available through a variety of federal programs with a wide variety of eligibility.	Large planning or construction projects that typically cannot be funded through regular funding sources.	Any public agency
Early Development	State projects that are in line for state funding. These funds will be replaced once the actual funding source is identified for the specific project.	Projects funded with state funding.	ITD
Federal Lands Access Program (FLAP)	Projects that enhance access to federal lands. Program managed by the Western Federal Lands division of the US Department of Transportation.	Improvements to roads that access public lands such as Bogus Basin Road.	Any public agency
Federal Rail Crossing (Fed RRX)	Projects that enhance transportation safety at railroad crossings using federal funds.	Rebuild a railroad crossing or add crossing arms.	Any public agency
FTA 5303	Metropolitan planning.	Developing a long-range transportation plan.	COMPASS
FTA 5307 LU	Planning, developing, improving, and operating public transportation services in large urban areas with populations over 200,000.	Purchasing new buses or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Boise Urban Area
FTA 5307 SU	Planning, developing, improving, and operating public transportation services in small urban areas with a population between 50,000 and 200,000.	Purchasing new buses or paying operating costs, such as fuel and drivers' salaries.	Public transportation providers in the Nampa Urban Area
FTA 5310 LU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with populations over 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Boise Urban Area
FTA 5310 R	Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with a population of less than 50,000.	Purchasing buses or vans for senior centers.	Public transportation providers outside of the Boise and Nampa Urban Areas
FTA 5310 SU	Public transportation services and equipment that directly benefit the elderly and people with disabilities in areas with a population between 50,000 and 200,000.	Purchasing buses or vans for senior centers.	Public transportation providers in the Nampa Urban Area

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
FTA 5311	Planning, developing, improving, and operating public transportation services in areas with populations under 50,000.	Purchasing new buses, or paying operating costs, such as fuel and drivers' salaries.	Rural public transportation providers
FTA 5339 C	Capital improvements for public transportation projects.	Purchasing buses or building bus shelters.	Public transportation providers
FTA 5339 LU	Replacing or rehabilitating buses or bus facilities, purchasing buses and related equipment, or constructing bus-related facilities in areas with a population of over 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Boise Urban Area
FTA 5339 R	Replacing or rehabilitating buses or bus facilities, purchasing buses and related equipment, or constructing bus-related facilities in areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in rural areas
FTA 5339 SU	Replacing or rehabilitating buses or bus facilities, purchasing buses and related equipment, or constructing bus-related facilities in areas with a population between 50,000 and 200,000.	Purchasing buses or building bus shelters.	Public transportation providers in the Nampa Urban Area
Freight	Improving freight movement on prioritized freight corridors.	Providing wider turning movements at an intersection.	ITD, local highway districts, or cities (must be on prioritized freight corridor)
Grant Anticipation Revenue Vehicle (GARVEE)	Capacity projects on a corridor specifically approved by the Idaho Legislature for this funding.	Widening I-84.	ITD
Highway Safety Improvement Program (HSIP) (Local)	Projects that improve safety on locally managed roadways.	Adding safety lighting along a corridor.	Local highway districts or cities
House Bill 132 and House Bill 312 (HB132 and HB312)	Projects to keep roads and bridges in good condition.	Rehabilitating a road.	ITD (other agencies receive these funds, but they are not reported in the TIP)
Interstate Maintenance (IM)	Projects to resurface, restore, rehabilitate, or reconstruct most routes on the Interstate system.	Replacing an interchange on Interstate 84.	ITD
Leading Idaho	Projects to expand or improve existing transportation systems on state or local highways, depending on the specific program.	Widening I-84 or replacing local bridges.	Any public agency

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
Local Participating	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. The local agencies are "participating" in the funding.	Any type of project.	Any public agency
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)	Construction, restoration, rehabilitation, or preservation projects on roads designated on the National Highway System.	Widening or restoration on I-84.	ITD
National Electric Vehicle Infrastructure (NEVI)	Projects directly related to electric vehicle charging stations that are open to the public.	Installing public electric vehicle charging stations.	ITD
Metropolitan Planning	Metropolitan planning.	Developing a long-range transportation plan.	COMPASS
Private Developer	Transportation improvements important to private developers.	Widening a roadway to provide better access to a new development.	Any public agency
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	Funds projects that make the transportation system more resilient to weather-related events, such as flooding or wildfire.	Raising the height of a bridge to reduce the chance of flooding.	ITD
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Design or construction projects with significant local or regional impact which are typically more difficult to fund through other federal programs.	Constructing accessible bus stops along State Street.	Any public agency
Sales Tax Anticipated Revenue (STAR)	Improve accessibility to a new retail establishment, paid by a developer, and repaid with future sales tax funds.	Widening a road to accommodate increased traffic at a new shopping mall.	Private developers in partnership with any transportation jurisdiction
State Funds	Projects on state-owned roadways.	Widening a highway.	ITD
State Rail Protection Account	Improve the surface of a railroad crossing and/or add lighting and safety gates.	Installing a railroad crossing arm.	Local highway districts or cities
Surface Transportation Block Grant – Large Urban (STBG – LU)	Mainly roadway and related projects in the Nampa Urban Area	Chip sealing.	Jurisdictions in the Nampa Urban Area



# Working together to plan for the future

Funding source*	What it's used for	Example	Who can use this funding in Ada/Canyon Counties**
Surface Transportation Block Grant – Rural (STBG – R)	Mainly roadway and related projects in small towns and rural areas with populations under 5,000 including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.	Road widening.	Jurisdictions in areas with populations under 5,000
Surface Transportation Block Grant – Small Urban (STBG – SU)	Mainly roadway and related projects in areas with populations between 5,000 and 50,000 including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.	Intersection improvements.	ACHD and the Cities of Kuna, Middleton, and Star
Surface Transportation Block Grant – State (STBG – State)	Mainly roadway and related projects anywhere in the state, including studies, maintenance, sidewalks, bike lanes, and more.	Conducting a planning study on for a potential road project.	ITD
Surface Transportation Block Grant – Transportation Management Area (STBG – TMA)	Mainly roadway and related projects in urban areas of 200,000 or greater population including studies, maintenance, sidewalks, bike lanes, transit capital projects, and more.	Replacing a bridge.	Jurisdictions in the Boise Urban Area
Transportation Expansion and Congestion Mitigation (TECM)	Projects to expand the existing system to relieve congestion on state highways.	Widening a highway.	ITD
Transportation Alternatives Program State (TAP – State)	Projects that support “alternative” (non-motorized) transportation anywhere in the state.	Building a walking or biking path.	Any local transportation agency, city, or county and eligible non-profit organizations
Transportation Alternatives Program – Transportation Management Area (TAP – TMA)	Projects that support “alternative” (non-motorized) transportation options in urban areas of 200,000 or greater population.	Installing pedestrian crossing signals.	Generally, jurisdictions in the Boise Urban Area and eligible non-profit organizations
Transportation Alternatives Program, Large Urban (TAP – LU)	Projects that support “alternative” (non-motorized) transportation options in the Nampa Urban Area.	Upgrading sidewalks to be ADA accessible.	Generally, jurisdictions in the Nampa Urban Area and eligible non-profit organizations
Transportation Alternatives Program, Small Urban (TAP – SU)	Projects that support “alternative” (non-motorized) transportation options in areas with a population between 5,000 and 50,000.	Safe Routes to School programs.	Jurisdictions in the Cities of Kuna, Middleton, and Star and eligible non-profit 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 that may apply for particular types of funding for particular 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.

July 2024

## **APPENDIX B: TRANSIT RIDERSHIP**

Provides tabular and graphical representation of transit ridership in FY2023.

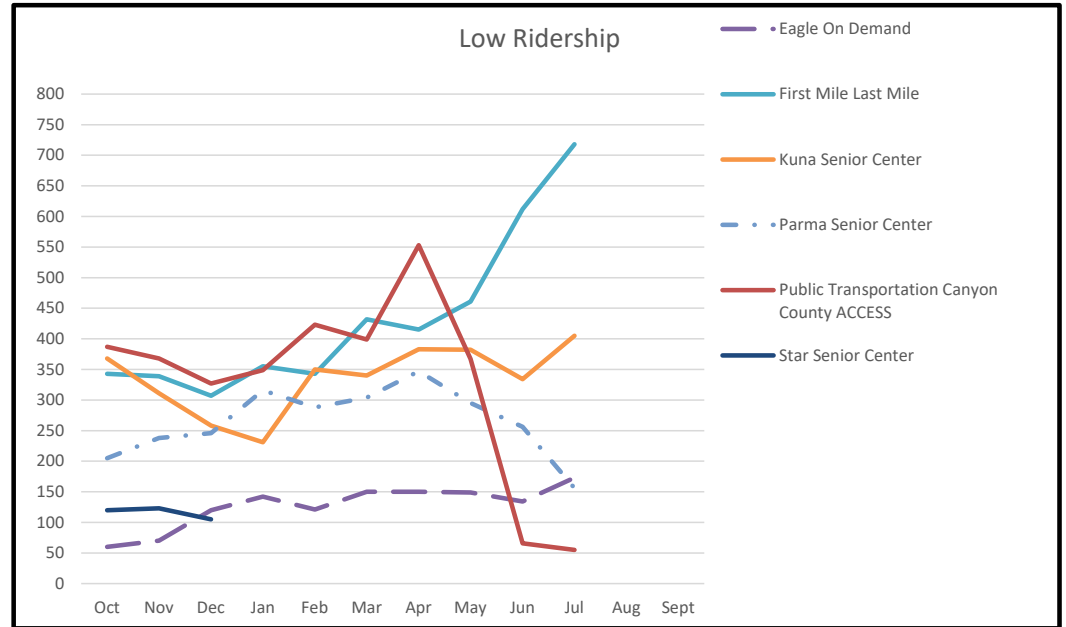
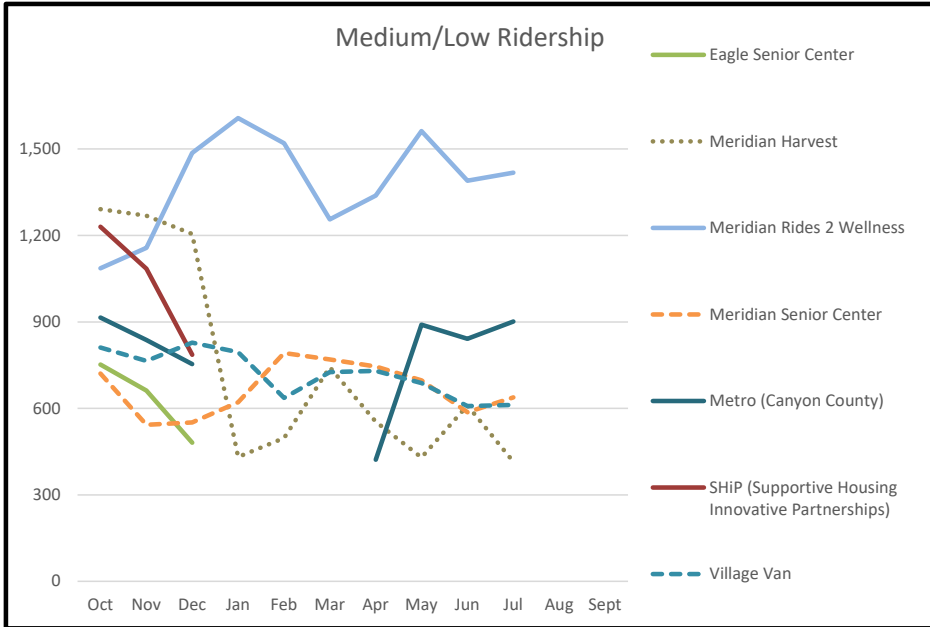
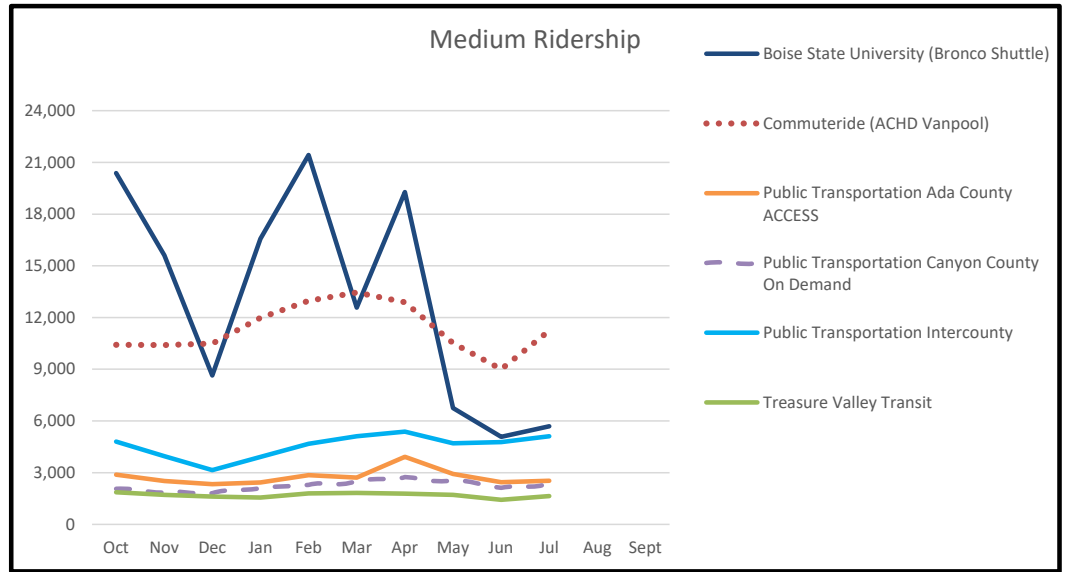
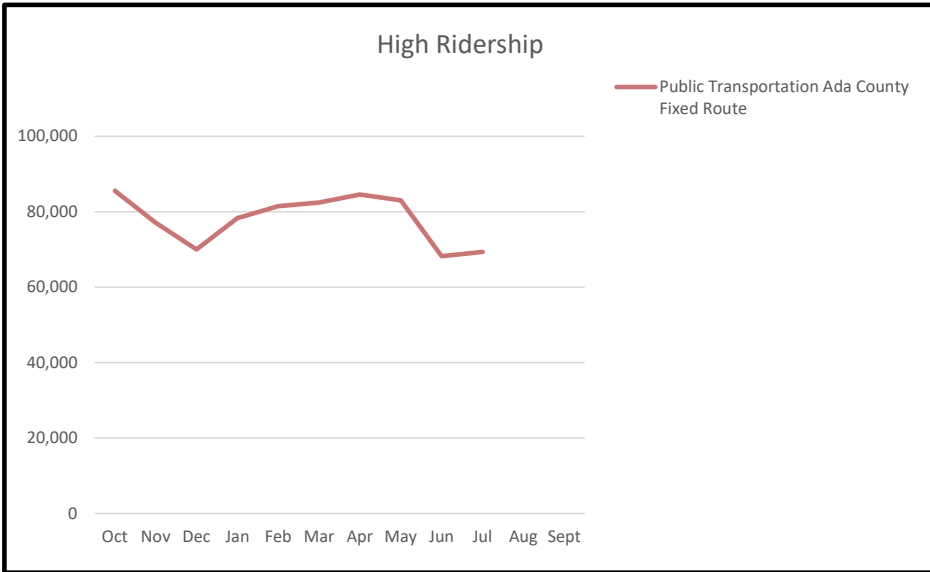
### Yearly Cumulative Alternative Transportation Trip Report

Black highlight = no information or not available Gray highlight = Totals Brown highlight = information not comparable

FY2024	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Jul	To Date % Change 2022-2023	
	Boise State University (Bronco Shuttle)	20,384	15,614	8,643	16,573	21,427	12,577	19,271	6,752	5,079	5,688			132,008	
Commuteride (ACHD Vanpool)	10,414	10,408	10,481	11,983	12,971	13,451	12,883	10,516	9,001	11,242			113,350		3.87%
Eagle Senior Center	752	662	481										1,895		N/A
Eagle On Demand	60	70	120	142	121	150	150	149	134	173			1,269		N/A
First Mile Last Mile	343	339	307	355	343	432	415	461	612	718			4,325		49.40%
Kuna Senior Center	368	311	258	231	350	340	383	382	334	405			3,362		46.49%
Late Night	24	31	24	32	33	63	69	49	37	72			434		7.96%
Melba Senoior Center	722	631	795	479	726	738	793	792	687	770			7,133		N/A
Meridian Harvest	1,291	1,268	1,205	431	497	743	554	430	610	415			7,444		-42.97%
Meridian Rides 2 Wellness	1,086	1,157	1,486	1,607	1,520	1,256	1,338	1,562	1,390	1,418			13,820		83.73%
Meridian Senior Center	721	543	551	621	792	770	745	697	587	638			6,665		-1.07%
Meridian Veterans	30	25	29	47	42	27	45	55	59	67			426		137.99%
Metro (Canyon County)	915	837	754				422	890	841	901			5,560		N/A
Parma Senior Center	205	238	246	316	288	304	347	295	256	156			2,651		28.56%
Public Transportation Ada County ACCESS	2,877	2,513	2,333	2,439	2,856	2,711	3,920	2,923	2,447	2,525			27,544		4.76%
Public Transportation Ada County Fixed Route	85,555	77,107	70,013	78,312	81,491	82,425	84,541	83,040	68,208	69,324			780,016		-0.88%
Public Transportation Beyond Access				2,828	3,160	3,207	2,850	2,422	2,236	2,544			19,247		N/A
Public Transportation Canyon County On Demand	2,065	1,855	1,808	2,115	2,285	2,515	2,746	2,549	2,120	2,396			22,454		-13.81%
Public Transportation Canyon County ACCESS	387	368	327	349	423	399	553	367	66	55			3,294		35.56%
Public Transportation Intercounty	4,808	3,955	3,148	3,915	4,682	5,116	5,381	4,707	4,776	5,106			45,594		15.58%
Shared Vehicle	39	12	30	9	33	6	24	18	5	24			200		-22.48%
SHIP (Supportive Housing Innovative Partnerships)	1,230	1,084	786										3,100		N/A
Star Senior Center	120	123	105										348		N/A
Treasure Valley Transit	1,864	1,716	1,608	1,559	1,799	1,829	1,786	1,707	1,426	1,646			16,940		0.77%
Village Van	811	765	828	795	636	726	730	688	608	612			7,199		5.29%
Volunteer Drivers	41	72	82	55	75	70	69	41	55	67			627		-49.07%
<b>Total Ridership</b>	<b>137,112</b>	<b>121,704</b>	<b>106,448</b>	<b>125,193</b>	<b>136,550</b>	<b>129,855</b>	<b>140,015</b>	<b>121,492</b>	<b>101,574</b>	<b>106,962</b>			<b>1,226,905</b>		<b>1.16%</b>

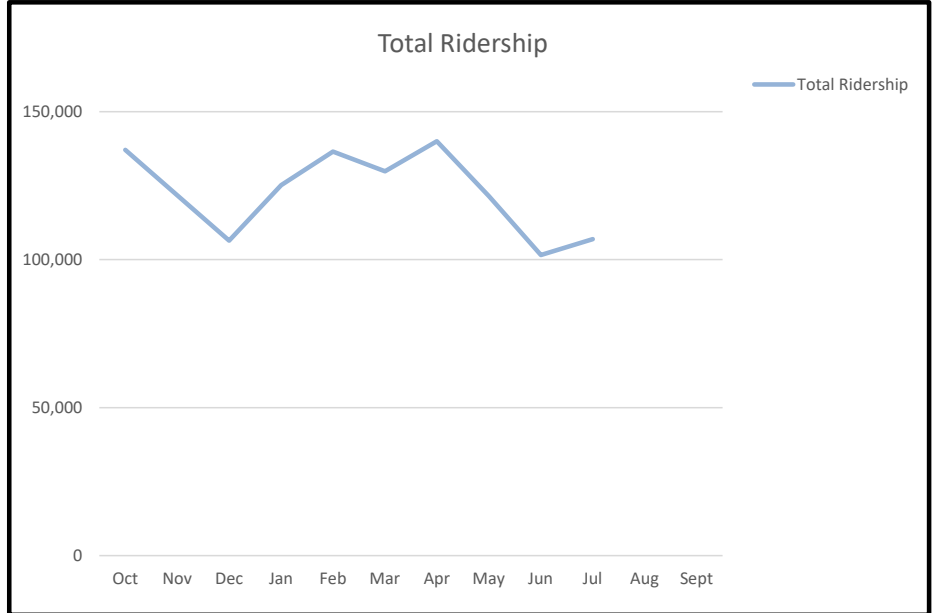
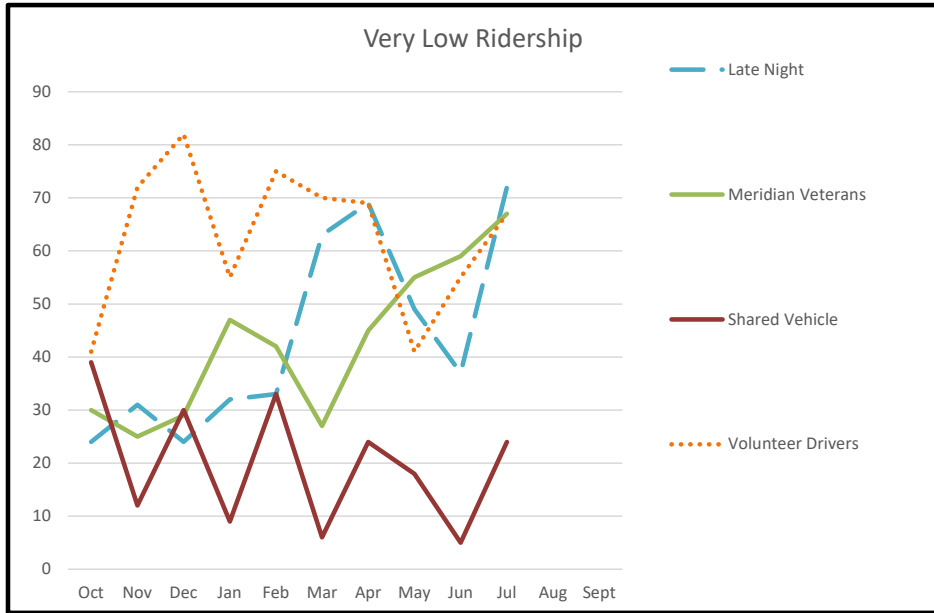
  

FY2023	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Total - Jul	Total Annual	To Date % Change 2022-2023
	Boise State University (Bronco Shuttle)	12,818	17,718	8,515	17,565	19,194	17,545	17,520	10,808	5,795	4,787	12,601	17,204	132,265	162,070
Commuteride (ACHD Vanpool)	10,261	9,775	11,458	13,012	12,313	12,699	10,066	10,130	9,558	9,856	11,598	9,989	109,128	130,715	106.22%
Eagle Senior Center	702	832	994	617	595	725	564	674	702	680	854	642	7,085	8,581	72.70%
First Mile Last Mile	237	183	200	248	265	409	362	343	323	325	335	303	2,895	3,533	159.43%
Kuna Senior Center	297	159	159	168	179	213	208	259	307	346	371	263	2,295	2,929	111.12%
Late Night	48	49	37	35	49	43	42	38	35	26	32	35	402	469	127.45%
Meridian Harvest	1,213	1,255	1,257	1,326	1,230	1,492	1,513	1,300	1,273	1,194	1,145	1,178	13,053	15,376	113.85%
Meridian Rides 2 Wellness	641	642	701	787	701	870	826	787	819	748	1,081	1,048	7,522	9,651	174.84%
Meridian Senior Center	629	493	585	566	627	762	697	839	864	675	810	773	6,737	8,320	154.36%
Meridian Veterans	29	13	20	30	19	16	6	18	14	14	22	18	179	219	223.47%
Metro (Canyon County)	1,013	853	916	912	986	1,163	914	1,101	1,109	802	954	707	9,769	11,430	92.88%
Nampa Grocery Shuttle	13	20	23	21	24	22	36						159	159	N/A
Parma Senior Center	182	182	127	188	237	271	186	256	230	203	237	249	2,062	2,548	111.41%
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	2,638	26,293	31,497	111.31%
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	70,966	786,944	927,137	106.73%
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	2,006	26,052	30,505	94.37%
Public Transportation Canyon County ACCESS	163	214	240	243	239	242	268	283	292	246	281	284	2,430	2,995	124.58%
Public Transportation Intercounty	4,564	4,017	3,089	3,615	3,934	4,350	4,258	3,919	4,162	3,540	4,225	3,941	39,448	47,614	103.59%
Shared Vehicle	3	8	10	9	45	48	24	39	30	42	21	18	258	297	114.23%
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	1,123	11,731	14,103	109.99%
Star Senior Center	95	102	113	124	122	130	117	158	126	125	163	86	1,212	1,461	110.35%
Treasure Valley Transit	1,756	1,588	1,576	1,699	1,629	1,892	1,603	1,777	1,743	1,548	1,768	1,614	16,811	20,193	104.29%
Village Van	470	565	525	756	756	899	817	688	729	632	792	721	6,837	8,350	8.62%
Volunteer Drivers	114	118	134	100	115	145	133	155	127	90	76	80	1,231	1,387	-1.21%
<b>Total Ridership</b>	<b>124,557</b>	<b>123,289</b>	<b>109,606</b>	<b>124,066</b>	<b>127,186</b>	<b>139,339</b>	<b>128,851</b>	<b>124,085</b>	<b>109,899</b>	<b>101,920</b>	<b>112,855</b>	<b>115,886</b>	<b>1,212,798</b>	<b>1,441,539</b>	<b>10.29%</b>





2024



## **APPENDIX C: HISTORICAL AND PROJECTED BUDGET DATA**

Provides additional information about transportation agency budgets.

Tables 17 through 21 provide summarized information from FY2018 through FY2022 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](mailto:info@compassidaho.org). (Note: Canyon Highway District changed its name to Highway District No. 4 in FY2023.)

Table 17: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2018

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
<b>Highway Districts</b>								
ACHD	\$28,321,792	\$118,574,056	\$119,621,096	(\$1,047,040)	\$0	\$27,274,752	\$27,274,752	\$0
Canyon	\$5,147,376	\$8,401,567	\$7,746,586	\$654,981	\$124,027	\$5,926,384	\$5,576,384	\$0
Golden Gate	\$659,217	\$2,690,299	\$2,328,405	\$361,894	\$0	\$1,021,111	\$821,111	\$200,000
Nampa	\$7,641,833	\$12,039,325	\$12,114,769	(\$75,444)	\$0	\$7,566,389	\$5,052,219	\$2,514,170
Notus-Parma	\$1,696,120	\$2,101,721	\$1,762,958	\$338,763	\$0	\$2,034,883	\$1,659,983	\$374,900
<b>Cities</b>								
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
<b>Total</b>	<b>\$56,162,698</b>	<b>\$165,070,804</b>	<b>\$164,753,697</b>	<b>\$317,557</b>	<b>\$132,767</b>	<b>\$56,613,022</b>	<b>\$41,364,312</b>	<b>\$3,394,505</b>

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 18: 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
<b>Highway Districts</b>								
ACHD	\$27,274,753	\$122,594,726	\$118,903,032	\$3,691,694		\$30,966,447	\$30,966,447	
Canyon HD	\$6,255,386	\$9,438,713	\$10,154,935	(\$716,222)	(\$436,084)	\$5,103,080	\$4,603,078	\$500,000
Golden Gate HD	\$1,248,654	\$3,494,979	\$2,722,588	\$772,391		\$2,021,045	\$1,809,045	\$212,000
Nampa HD	\$8,280,216	\$13,028,731	\$11,474,126	\$1,554,605		\$9,834,821	\$6,392,137	\$3,442,684
Notus-Parma HD	\$2,034,883	\$2,303,713	\$1,589,437	\$714,276		\$2,749,159	\$2,280,585	\$468,574
<b>Cities</b>								
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	
<b>Total</b>	<b>\$57,304,429</b>	<b>\$175,299,675</b>	<b>\$165,146,631</b>	<b>\$10,153,044</b>	<b>(\$436,084)</b>	<b>\$67,021,389</b>	<b>\$46,869,133</b>	<b>\$4,916,630</b>

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

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
<b>Highway Districts</b>								
ACHD	\$30,966,447	\$127,568,124	\$113,236,781	\$14,331,343		\$45,297,790	\$45,297,790	
Canyon HD	\$5,103,079	\$10,008,053	\$7,861,792	\$2,146,261	(\$39,425)	\$7,209,915	\$6,709,915	\$500,000
Golden Gate HD	\$2,021,045	\$2,746,605	\$2,390,883	\$355,722		\$2,376,767	\$2,168,766	\$208,001
Nampa HD	\$9,834,821	\$13,621,303	\$11,628,092	\$1,993,210		\$11,828,031	\$9,348,139	\$2,479,892
Notus-Parma HD	\$468,574	\$2,298,820	\$1,774,759	\$524,061		\$992,635	\$792,635	\$200,000
<b>Cities</b>								
Caldwell	\$6,532,747	\$8,407,241	\$8,486,108	(\$78,867)		\$6,453,880		
Greenleaf	\$120,346	\$188,821	\$188,821			\$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	
<b>Total</b>	<b>\$64,356,072</b>	<b>184,057,740</b>	<b>\$161,695,674</b>	<b>\$22,362,065</b>	<b>(\$39,425)</b>	<b>\$86,678,712</b>	<b>\$65,503,373</b>	<b>\$3,592,005</b>

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

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
<b>Highway Districts</b>								
ACHD	\$45,297,790	\$142,447,833	\$121,673,771	\$20,774,062		\$66,071,852	\$66,071,852	
Canyon HD	\$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
Notus-Parma HD	\$4,234,861	\$2,830,140	\$1,865,849	\$964,291		\$5,199,152	\$4,999,152	\$200,000
<b>Cities</b>								
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	
<b>Total</b>	<b>\$89,042,885</b>	<b>\$218,551,476</b>	<b>\$168,190,964</b>	<b>\$50,360,512</b>	<b>\$120,971</b>	<b>\$139,524,368</b>	<b>\$91,163,859</b>	<b>\$5,587,810</b>

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%

Table 21: Total Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2022

	Beginning Balance	Total Income	Total Disbursements	Receipts Over Disbursements	Adjustments	Closing Fund Balance	Obligated for Projects	Retained for Operations
<b>Highway Districts</b>								
ACHD	\$66,071,852	\$152,951,547	\$140,362,486	\$12,589,061	\$0	\$78,660,913	\$78,660,913	\$0
Canyon HD	\$10,299,323	\$13,358,555	\$8,497,236	\$4,861,319	\$101,375	\$15,262,017	\$14,662,017	\$600,000
Golden Gate HD	\$3,200,923	\$3,935,539	\$2,904,980	\$1,030,559	\$0	\$4,231,482	\$4,007,482	\$224,000
Nampa HD	\$11,581,953	\$17,810,530	\$16,502,314	\$1,308,215	\$0	\$12,890,168	\$7,033,579	\$5,856,589
Notus-Parma HD	\$5,150,014	\$3,193,170	\$2,441,473	\$751,697	\$0	\$5,901,711	\$5,701,711	\$200,000
<b>Cities</b>								
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
<b>Total</b>	<b>\$138,524,569</b>	<b>\$231,791,330</b>	<b>\$192,579,826</b>	<b>\$39,211,504</b>	<b>\$101,375</b>	<b>\$177,837,448</b>	<b>\$112,447,143</b>	<b>\$19,156,902</b>

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

Breakout of disbursements:

- Construction – 9.02%
- Reconstruction/General Maintenance – 52.51%
- Equipment – 10.13%
- Administration – 6.56%
- Other (property acquisition, design, etc.) – 21.77%

Tables 22 through 27 provide summarized information projecting budgeting information for FY2023 - FY2028 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 22: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2023

		<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>
<b>Highway Districts</b>	ACHD	\$163,393,619	\$151,393,910	\$11,999,710
	Golden Gate	\$4,390,096	\$3,036,443	\$1,353,654
	Highway District 4	\$14,808,037	\$9,294,125	\$5,513,912
	Nampa	\$19,524,456	\$19,518,099	\$6,357
	Notus-Parma	\$3,506,698.65	\$2,630,715.42	\$875,983
<b>Cities</b>	Caldwell	\$12,187,591.54	\$10,513,396.89	\$1,674,195
	Greenleaf	\$124,454.46	\$55,971.36	\$68,483
	Melba	\$91,211.02	\$27,241.60	\$63,969
	Middleton	\$5,109,148.48	\$1,913,473.83	\$3,195,675
	Nampa	\$30,121,464.60	\$10,095,760.15	\$20,025,704
	Notus	\$84,311.28	\$53,757.66	\$30,554
	Parma	\$289,315.29	\$154,649.07	\$134,666
	Wilder	\$278,277.25	\$120,764.43	\$157,513
	<b>Total</b>	<b>\$253,908,681</b>	<b>\$208,808,306</b>	<b>\$45,100,375</b>



Table 23: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2024

		<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>
<b>Highway Districts</b>	ACHD	\$174,548,577	\$163,292,320	\$11,256,257
	Golden Gate	\$4,897,156	\$3,173,855	\$1,723,301
	Highway District 4	\$16,414,796	\$10,165,747	\$6,249,049
	Nampa	\$21,403,314	\$23,085,016	(\$1,681,702)
	Notus-Parma	\$3,851,012	\$2,834,626	\$1,016,385
<b>Cities</b>	Caldwell	\$13,712,729	\$11,760,465	\$1,952,264
	Greenleaf	\$157,515	\$65,143	\$92,372
	Melba	\$98,248	\$29,050	\$69,198
	Middleton	\$6,439,936	\$2,060,908	\$4,379,028
	Nampa	\$36,455,909	\$9,876,128	\$26,579,781
	Notus	\$127,727	\$115,309	\$12,418
	Parma	\$296,468	\$160,845	\$135,623
	Wilder	\$312,407	\$129,922	\$182,485
	<b>Total</b>	<b>\$278,715,794</b>	<b>\$226,749,332</b>	<b>\$51,966,461</b>

Table 24: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2025

		<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>
<b>Highway Districts</b>	ACHD	\$186,465,088.17	\$176,125,854	\$10,339,234
	Golden Gate	\$5,462,780.59	\$3,317,485	\$2,145,295
	Highway District 4	\$18,195,898.54	\$11,119,112	\$7,076,786
	Nampa	\$23,462,977.21	\$27,303,784	(\$3,840,807)
	Notus-Parma	\$4,229,132.16	\$3,054,343	\$1,174,789
<b>Cities</b>	Caldwell	\$15,428,719.18	\$13,155,456	\$2,273,264
	Greenleaf	\$199,357.63	\$75,818	\$123,540
	Melba	\$105,828.03	\$30,978	\$74,850
	Middleton	\$8,117,355.64	\$2,219,702	\$5,897,654
	Nampa	\$44,122,465.83	\$9,661,273	\$34,461,193
	Notus	\$193,499.52	\$247,337	(\$53,838)
	Parma	\$303,797.88	\$167,289	\$136,509
	Wilder	\$350,722.94	\$122,086	\$228,637
	<b>Total</b>	<b>\$306,637,623</b>	<b>\$246,600,517</b>	<b>\$60,037,107</b>

Table 25: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2026

		<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>
<b>Highway Districts</b>	ACHD	\$199,195,145.33	\$189,968,006	\$9,227,139
	Golden Gate	\$6,093,735.55	\$3,467,615	\$2,626,120
	Highway District 4	\$20,170,260.84	\$12,161,886	\$8,008,375
	Nampa	\$25,720,843.71	\$32,293,529	(\$6,572,685)
	Notus-Parma	\$4,644,379.11	\$3,291,090	\$1,353,290
<b>Cities</b>	Caldwell	\$17,359,446	\$14,715,916	\$2,643,530
	Greenleaf	\$252,316	\$88,241	\$164,074
	Melba	\$113,993	\$33,034	\$80,959
	Middleton	\$10,231,695	\$2,390,731	\$7,840,965
	Nampa	\$53,401,274	\$9,451,093	\$43,950,181
	Notus	\$293,141	\$530,535	(\$237,394)
	Parma	\$311,309	\$173,991	\$137,318
	Wilder	\$393,738	\$114,724	\$279,015
	<b>Total</b>	<b>\$338,181,277</b>	<b>\$268,680,392</b>	<b>\$69,500,885</b>

Table 26: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2027

		<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>
<b>Highway Districts</b>	ACHD	\$212,794,289	\$204,898,047	\$7,896,243
	Golden Gate	\$6,797,566	\$3,624,540	\$3,173,026
	Highway District 4	\$22,358,853	\$13,302,453	\$9,056,400
	Nampa	\$28,195,987	\$38,195,145	(\$9,999,158)
	Notus-Parma	\$5,100,398	\$3,546,187	\$1,554,211
<b>Cities</b>	Caldwell	\$19,531,782	\$16,461,474	\$3,070,307
	Greenleaf	\$319,341	\$102,701	\$216,641
	Melba	\$122,787	\$35,227	\$87,561
	Middleton	\$12,896,760	\$2,574,938	\$10,321,823
	Nampa	\$64,631,386	\$9,245,485	\$55,385,900
	Notus	\$444,093	\$1,137,991	(\$693,898)
	Parma	\$319,005	\$180,961	\$138,044
	Wilder	\$442,029	\$107,805	\$334,224
	<b>Total</b>	<b>\$373,954,277</b>	<b>\$293,412,955</b>	<b>\$80,541,322</b>

Table 27: Projected - Income Minus Disbursements for Agencies with Roadway Jurisdiction, FY2028

		<b>Total Income</b>	<b>Total Disbursements</b>	<b>Receipts Over Disbursements</b>
<b>Highway Districts</b>	ACHD	\$227,321,853	\$221,001,475	\$6,320,378
	Golden Gate	\$7,582,690	\$3,788,566	\$3,794,124
	Highway District 4	\$24,784,921	\$14,549,985	\$10,234,935
	Nampa	\$30,909,316	\$45,175,278	(\$14,265,962)
	Notus-Parma	\$5,601,192	\$3,821,058	\$1,780,134
<b>Cities</b>	Caldwell	\$21,975,960	\$16,461,474	\$5,514,485
	Greenleaf	\$404,172	\$102,701	\$301,471
	Melba	\$132,261	\$35,227	\$97,034
	Middleton	\$16,255,998	\$2,574,938	\$13,681,061
	Nampa	\$78,223,152	\$9,245,485	\$68,977,667
	Notus	\$672,777	\$1,137,991	(\$465,214)
	Parma	\$326,892	\$180,961	\$145,931
	Wilder	\$496,242	\$107,805	\$388,438
	<b>Total</b>	<b>\$414,687,426</b>	<b>\$318,182,944</b>	<b>\$96,504,483</b>

Table 28 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 28: Projected - VRT Revenues and Expenses, FY2025 through FY2027

	FY2025	FY2026	FY2027	Total
<b>Service Operations Expenses</b>	<b>\$19,254,397</b>	<b>\$19,735,757</b>	<b>\$21,068,048</b>	<b>\$60,058,202</b>
<i>Federal Revenues</i>	\$7,935,544	\$8,115,672	\$8,642,459	\$24,693,675
<i>Local Revenues</i>	\$10,171,048	\$10,431,838	\$11,195,498	\$31,798,384
<i>Directly Generated Revenues</i>	\$1,147,805	\$1,188,247	\$1,230,091	\$3,566,143
<b>Capital Expenses</b>	<b>\$8,910,019</b>	<b>\$5,341,900</b>	<b>\$4,599,387</b>	<b>\$18,851,306</b>
<i>Federal Revenues</i>	\$7,290,883	\$4,385,380	\$3,901,489	\$15,577,752
<i>Local Revenues</i>	\$1,619,136	\$956,520	\$697,898	\$3,273,554
<i>Directly Generated Revenues</i>				\$0
<b>Mobility Programs Expenses</b>	<b>\$1,157,711</b>	<b>\$1,186,652</b>	<b>\$1,216,319</b>	<b>\$3,560,682</b>
<i>Federal Revenues</i>	\$193,649	\$193,649	\$193,649	\$580,947
<i>Local Revenues</i>	\$572,556	\$590,278	\$608,401	\$1,771,235
<i>Directly Generated Revenues</i>	\$391,506	\$402,725	\$414,269	\$1,208,500
<b>Regional Overhead Expenses</b>	<b>\$5,373,003</b>	<b>\$5,507,328</b>	<b>\$5,645,011</b>	<b>\$16,525,342</b>
<i>Federal Revenues</i>	\$2,354,785	\$2,417,530	\$2,481,839	\$7,254,154
<i>Local Revenues</i>	\$2,673,054	\$2,735,880	\$2,800,277	\$8,209,211
<i>Directly Generated Revenues</i>	\$345,164	\$353,918	\$362,895	\$1,061,977
<b>Total</b>	<b>\$34,695,130</b>	<b>\$31,771,637</b>	<b>\$32,528,765</b>	<b>\$98,995,532</b>

Assumptions:

- Expenses and revenues are based on the adopted 2023-2027 Transportation Development Plan (TDP). The TDP is intentionally balanced. Expenses and revenues are shown as the same.
- Expenses and local revenues are not simply grown by an inflationary number (2.5%), they also consider planned investments and each partners local share.
- Capital expenses are volatile year to year and are not forecast using a historical average, rather they are based on specific projects.

VRT is in the process of updating the TDP and updated expenses and revenues for future years are not yet available. FY2025 budget information is provided below (Table 29). FY2025 operations expenses exceed forecasts in 2023 by 3.1%.

Table 29: Adopted – VRT Revenues and Expenses, FY2025

Type	FY2024
<b>Service Operations Expenses</b>	<b>\$19,854,020</b>
<i>Federal Revenues</i>	\$7,866,499
<i>Local Revenues</i>	\$11,094,260
<i>Directly Generated Revenues</i>	\$893,261
<b>Capital Expenses</b>	<b>\$7,005,000</b>
<i>Federal Revenues</i>	\$5,719,206
<i>Local Revenues</i>	\$1,285,794
<i>Directly Generated Revenues</i>	
<b>Mobility Programs Expenses</b>	<b>\$364,102</b>
<i>Federal Revenues</i>	\$193,649
<i>Local Revenues</i>	\$170,453
<i>Directly Generated Revenues</i>	
<b>Regional Overhead Expenses</b>	<b>\$8,550,810</b>
<i>Federal Revenues</i>	\$4,714,610
<i>Local Revenues</i>	\$3,836,200
<i>Directly Generated Revenues</i>	
<b>Total</b>	<b>\$35,773,932</b>

## **APPENDIX D: PRIOR YEAR PROJECTS**

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

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
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.)	6,621,445.00
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.)	658,409.00
9968	US 95, OR LN TO NEW MEADOWS, CORRIDOR PLAN	3	2007	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	579,244.00
9969	SH 69, KUNA TO MERIDIAN, CORRIDOR PLAN	3	2009	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	427,536.00
9971	SH 45, JCT SH 78 TO NAMPA, CORRIDOR PLAN	3	2009	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	57,500.00
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	6,703,199.40
11350	TRANSIT, BSU BUS MTNCE FACILITY (FTA TRANSFER)	3	2016	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Development	543,000.00
Provides for a bus maintenance facility, park and ride lot, bus storage, and bus wash off the Boise State University campus.							
11386	TRANSIT, BOISE URBANIZED AREA	3	2012	Federal-Aid, State Highway System	VALLEY REGIONAL TRANSIT	Development	828,000.00
11583	LOCAL, VRT BUS REPLACEMENT	3	2012	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	469,000.00
11588	US 20, BROADWAY BR, BOISE	3	2015	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	21,729,143.50
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	2021	Federal-Aid, Local Road System	MIDDLETON	Project Closed	4,764,988.00
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, RR Xing 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	11,759,865.61
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	431,162.79
12917	SH 16, PHYLLIS CANAL BR & SOUTH STG	3	2012	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	792,610.26
13025	SH 55, INT MIDWAY RD, NR NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	2,930,083.68
13046	LOCAL, HIGH CAPACITY CORRIDOR STUDY, ADA/CANYON CO	3	2023	Federal-Aid, Local Road System	COMPASS	Development	1,100,000.00
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.							

## Projects in Prior STIPs With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
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
13053	LOCAL, TRANSIT - NAMPA MAINTENANCE FACILITY	3	2012	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,305,795.00
13054	STC-7165, FARMWAY RD / HIGHWAY 44, PARMA HD #2	3	2017	Federal-Aid, Local Road System	NOTUS-PARMA HD Number 2	Project Closed	2,224,162.00
This project will repair a deteriorating truck bypass route by reconstructing approximately 0.62 miles of the Hwy 44 extension to Farmway Rd and improve the surface of approximately 0.87 miles of Farmway Road. It will include installation of guardrail on two concrete bridge crossings over canals.							
13055	NHS-7773, 10TH AVE BR, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Project Closed	3,412,858.00
Replace bridge on 10th Ave. over Indian Creek in Caldwell. Work includes a bicycle and pedestrian tunnel under the bridge.							
13059	SH 44, LINDER RD TO BALLANTYNE, EAGLE	3	2013	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	11,434,790.00
13349	SH 55, EAGLE RD: MERIDIAN TOWN CENTER - STAGE 3	3	2021	State Funded Program	PRIVATE	Development	580,926.31
Add one lane southbound from River Valley Street to Franklin Road. The project will be constructed by the developer of the Meridian Towne Center shopping center using State Tax Anticipated Revenue; project is funded by the developer.							
13387	SH 55, SNAKE RV BR, MARSING	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	17,735,291.42
This project will replace the existing bridge at mile post 2.605 over the Snake River on Hwy-55 at Marsing. The bridge is nearing the end of its service life. Improvements include widened shoulders and added sidewalks.							
13463	SH 44, JCT I 84 TO STAR	3	2016	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	6,658,185.00
This project will rehabilitate Hwy-44 from I-84 in Canyon County to Plummer Road in Star in order to extend the service life and improve the riding surface. Other improvements include guardrail replacement, ensuring accessibility for people with disabilities at intersections, and replacing two failing culverts.							
13464	I 84, FY17 D3 PAVEMENT STRIPING	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,366.77
This project will re-paint pavement striping on sections of I-84 that have been deemed unsafe due to fading. Pavement markings are necessary to maintain traveler safety.							
13476	SH 44, SH 55 INTERSECTION IMPROVEMENT, EAGLE	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	9,358,783.00
This project will expand the current intersection configuration to increase capacity as well as remove all four existing free-flowing right-turn lanes. Work includes pavement widening and resurfacing, installation of raised medians, signing/striping improvements, pedestrian access, signalization, Intelligent Transportation System improvements, and localized drainage improvements.							
13479	LOCAL, FY17 CAPITAL MAINTENANCE, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	7,267,894.91
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: <a href="http://www.achdidaho.org/Projects/DCR/DCR.pdf">http://www.achdidaho.org/Projects/DCR/DCR.pdf</a>							
13480	LOCAL, FY14 CAPITAL MAINTENANCE, BOISE, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	986,000.00
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.)	5,397,000.00
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.							
13492	SMA-7169, INT LINDER & DEER FLAT RDS, KUNA	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	4,846,232.10
Improve the intersection at Linder Road and Deer Flat Road in Kuna, including curb, gutter, sidewalk, and bike lanes. The project is located on SMA-7169 at mile point 101.495.							
13509	LOCAL, FY13 MAINTENANCE SET ASIDE, VRT	3	2013	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	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
For replacement transit bus or replacement transit facility in FY2016.							
13902	LOCAL, FY17 CAPITAL MAINTENANCE, VRT, BOISE	3	2017	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	287,000.00
For replacement transit bus or replacement transit facility in FY2017 in the Boise Urbanized Area.							



# Projects in Prior STIPs

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Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
13903	LOCAL, FY19 CAPITAL MAINTENANCE, PH 1, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	5,468,874.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors in the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Amity Rd., Enterprise St. to Production St.; Annett St., Victory Rd. to Targee St.; Boise Ave., Leadville Ave. to Gekeler Lane; Division Ave., Enterprise St., Amity Rd. to Commerce Ave.; Latah St., Overland Rd. to Alpine St.; and Fairview Ave., Locust Grove Rd. to Cloverdale Rd.							
13906	LOCAL, FY20 CAPITAL MAINTENANCE, VRT, NAMPA	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	159,000.00
Replace public transportation bus or facility in the Nampa Urbanized Area.							
13912	LOCAL, FY19 & FY20 ADA COUNTY SR2S, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	328,000.00
Safe Routes to School project to support up to three full-time staff serving schools in Ada County, with a focus on the Boise and Meridian School Districts. The Treasure Valley YMCA will receive pass-through funds for this project.							
13931	SH 45, NORTHSIDE BLVD TO GRANT ST, CANYON COUNTY	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	5,021,017.00
13941	US 20, INT CHINDEN & LOCUST GROVE RD, ADA CO	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,242.15
13954	I 84B, FY15 8 ADA RAMPS, NAMPA	3	2015	State Funded Program	NAMPA	Project Closed	53,500.00
Provides for Americans with Disabilities Act (ADA) ramp improvements at eight locations on I-84B (Garrity Boulevard) in Nampa.							
13964	STC-3798, PECKHAM RD, GOLDEN GATE HD	3	2023	Federal-Aid, Local Road System	GOLDEN GATE HD	Awarded (or equiv.)	1,161,389.85
Provide improvements on Peckham Road from US-95 in the City of Wilder to Notus Road in the City of Greenleaf in Canyon County, including roadway rehabilitation as well as curb, gutter, and sidewalk improvements within the city limits.							
14363	LOCAL, DEER FLAT BICYCLE /PEDESTRIAN PLAN, CANYON C	3	2014	Federal-Aid, Local Road System	CANYON HD Number 4	Development	230,000.00
18701	LOCAL, FY21 CAPITAL MAINTENANCE, PH 1, ACHD	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	5,908,587.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Fairview Avenue, Maple Grove Road to Milwaukee Road; Curtis Road, Fairview Avenue to Ustick Road; Surprise Way, Amity Road to State Highway 21; Linden Street, Broadway Avenue to Gekeler Lane; Boise Avenue, Broadway Avenue to Gekeler Lane; and Pleasant Valley Road, Hollilynn Drive to Gowen Road.							
18728	LOCAL, FY20 CAPITAL MAINTENANCE, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	4,659,154.00
Supplement the local maintenance program to complete work such as overlays on arterials and collectors within the Boise Urbanized Area.							
18847	LOCAL, FY19 CAPITAL MAINTENANCE, VRT	3	2019	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	1,316,999.78
Replace public transportation bus or facility in FY 2019 in the Boise Urbanized Area. See Valley Regional Transit's Program of Projects for more details.							
18905	LOCAL, FY21 ROLLING STOCK, INFRASTRUCTURE, TECH, VR	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,496,000.00
Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the Transit Asset Management Plan in FY2021 in the Boise Urbanized Area.							
19057	LOCAL, ROLLING STOCK, INFRASTRUCTURE AND TECHNOLO	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Awarded (or equiv.)	2,243,747.00
Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area.							
19303	LOCAL, PLANNING, TRAVEL SURVEY DATA COLLECTION, CO	3	2021	Federal-Aid, Local Road System	COMPASS	Project Closed	832,320.00
Collect local travel data from households and bus riders to update and recalibrate the regional travel demand model.							
19389	LOCAL, FY21 COMPASS PLANNING (3)	3	2020	Federal-Aid, Local Road System	COMPASS	Project Closed	331,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
19442	I 84, OREGON ST LN TO CALDWELL BRIDGE REHABS	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	3,677,685.00
Rehabilitate six bridges on I-84 in Ada and Canyon Cos. at: Sand Hollow Rd. crossing, Franklin Rd., Galloway Rd, Purple Sage Rd., SH-44 (Middleton), and US-20 (Parma), as well as 5 additional bridges outside of the COMPASS Planning Area.							

# Projects in Prior STIPs

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Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
19465	LOCAL, FY22 PAVEMENT PRESERVATION & ADA, PH 1, BOISE	3	2023	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	11,482,539.00
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: 9th Street, Idaho Street to Bannock Street; 20th Street, Lemp Street to Irene Street; 26th Street, State Street to Heron Street; Bluegrass Way, Ellens Ferry Drive to Drawbridge Drive; Drawbridge Drive, Crimson to Castle Hills Way; Turret Way, Drawbridge Drive to Castle Drive; Morris Hill Road, Liberty Street to Hartman Road; Spaulding Street, Phillippi Street to Orchard Street; Pond Street, Targee Street to Hillcrest Drive; Roosevelt Street, Emerald Street to Irving Street; Wainwright Drive, Eagle Road to Borrego Way; Maple Grove Road, Interstate 84 bridge deck to Franklin Road; Amity Road, Enterprise Street to Production Street; and Enterprise Street, Amity Road to Commerce Avenue.							
19571	LOCAL, PLANNING, COMMUNITIES IN MOTION MAJOR UPDAT	3	2020	Federal-Aid, Local Road System	COMPASS	Development	667,136.00
Major update to the regional long-range transportation plan. Includes: transportation/land use preference survey with focus groups, financial forecast assumptions review, growth scenario recalibration, public involvement, graphics and editing, and printing.							
19627	SH 19, ROEDEL AVE BVRR RRX, CALDWELL	3	2018	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	604,200.00
This project is sponsored by ITD to add cantilever signals and improve the crossing surface for the entire length of the crossing.							
19685	STP-7073, COLE RD; SPECTRUM TO CENTURY WAY MEDIANS	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	307,462.06
This project will install a raised concrete median to replace the existing temporary median in Boise on Cole Road between Spectrum Street and S Century Way. The temporary median was installed in segments over the last few years as crash data identified a high number of left turn crashes. The raised concrete will better delineate the median, the left turn pockets and reduce crashes.							
19763	LOCAL, FY22 TRANSIT ASSET MANAGEMENT, VRT	3	2022	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	3,499,839.20
Fund capital projects identified in the Transit Asset Management Plan in 2020 in the Boise Urbanized Area.							
19783	STC-3789, BOGUS BASIN RD SAFETY, MAINTENANCE, AND TR	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Development	5,378,000.00
Complete safety improvements and pavement rehabilitation on Bogus Basin Rd from milepost 9 to Bogus Basin Mountain Recreation Area (MP 16.2) and add a trailhead to support recreational use of Boise National Forest lands. The purpose of this project is to improve public and federal agencies' access to the Boise National Forest.							
Anticipated improvements include a mill and overlay consisting of Superpave asphalt, new concrete curbing, guardrail/barrier extensions/replacements, additional signage, and modifying and improving drainage. In addition, the project will create a new trailhead, which will include a new ingress/egress point from Bogus Basin Rd, the parking area, and a comfort station.							
19803	LOCAL, BICYCLE PARKING MAIN ST STATION, VRT	3	2016	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	49,110.00
This project will purchase bike racks, bike repair equipment, security infrastructure, and tenant improvement furnishings for a secure inside bike storage.							
19814	I 84, KARCHER IC, NAMPA	3	2017	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	3,352,791.10
The I-84; KARCHER INTERCHANGE 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	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	529,139.00
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	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	529,800.00
This project will install crossing signals and gates at the North Linder railroad crossing in Meridian. The project is located on SMA-9773 at mile point 11.329.							
19887	LOCAL, FY20 CAPITAL MAINTENANCE, PH 2, ACHD	3	2020	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	1,319,233.00
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area.							
19920	LOCAL, FY22 COMPASS PLANNING	3	2022	Federal-Aid, Local Road System	COMPASS	Development	331,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
19944	US 20/26, CHINDEN; LOCUST GROVE TO EAGLE	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	18,619,770.00
The US 20/26 Chinden Expansion project is located in Ada County on Chinden Road between Locust Grove and Eagle Road. The project will add an additional westbound and eastbound lane to improve mobility and reduce crashes along the corridor. The project is located between mile points 39.22 and 40.22.							
19993	SMA-3783, FY23 ROADWAY & ADA IMPROVEMENTS, PT 2, BOI	3	2022	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	1,640,910.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment includes: Beacon Light Road, State Highway 16 to Ballentyne Lane.							
19997	SH 69, SIGNAL INSTALLATION AT HUBBARD & LAKE HAZEL	3	2018	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	863,444.00
The project is located near the city of Kuna in Ada County and will signalize two intersections at Lake Hazel Road and Hubbard road to improve safety.							

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Prior Year Projects Outside of MPO Areas

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20003	LOCAL, FY19 CAPITAL MAINTENANCE, PH 2, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	2,285,895.00
Supplement the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Emerald St., Cole Rd. to Orchard St.; Orchard St., Overland Rd. to Franklin Rd. (subject to change). More details can be found in ACHD's Design and Construction Review Online.							
20006	LOCAL, FY22 PAVEMENT PRESERVATION AND ADA, BOISE AR	3	2024	Federal-Aid, Local Road System	ADA COUNTY HD	PS&E (or equiv.)	2,345,109.00
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. This project could convert to federal-aid if funds become available. Segments include: Resseguie St.16th St. to 10th St. and Fort St.16th St. to 15th St.							
20060	I 84, SAND HOLLOW IC TO FARMERS SEBREE CANAL	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	1,216,126.00
Seal coat the pavement surface on I-84 from the Canyon Co. border to Farmers Sebree Canal (near the Parma exit). The project will improve ride quality and extend the life of the pavement. The project is located between mile points 17.628 and 26.349.							
20076	OFFSYS, INDIAN CR PATH EXT TO GREENBELT, CALDWELL	3	2019	Federal-Aid, Local Road System	CALDWELL	Project Closed	492,591.56
This project will construct a nearly half-mile long 10-foot wide multiple-use asphalt and concrete pathway along Indian Creek , build two (2) pedestrian bridges Indian Creek, build a crosswalk over Simplot Blvd., and construct lighting along the entire pathway system.							
20091	LOCAL, FY19 CAPITAL MAINTENANCE, PH 3, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	732,429.00
Supports the local maintenance program for arterials and collectors within the Boise Urbanized Area. Pavement rehabilitation, select pipe replacement, and upgrade of adjacent pedestrian ramps on: Cherry Lane, Shoshone St. to Broxon St.; Elder St., Owyhee St. to Vista Ave.; and Owyhee St., Elder St. to Cherry Lane (subject to change). More details can be found in ACHD's Design and Construction Review online.							
20095	LOCAL, BOISE STATE UNIVERSITY SECURE BIKE FACILITIES	3	2018	Federal-Aid, Local Road System	BOISE STATE UNIVERSITY	Project Closed	3,361.02
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	3	2023	Federal-Aid, Local Road System	ADA COUNTY HD	Awarded (or equiv.)	2,577,422.00
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	3	2022	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	3,388,164.53
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include: Warm Springs Avenue, Starcrest Drive to Starview Drive and Glacier Drive to State Highway 21; and Edna Street, Five Mile Road to Patton Avenue.							
20141	OFFSYS, INDIAN CR PATH EXT; TAFFY TO PEPPERMINT, NAM	3	2019	Federal-Aid, Local Road System	NAMPA	Project Closed	493,935.00
This project will construct approximately 633 feet of 8-foot-wide, multi-use, asphalt trail for Indian Creek Pathway.							
20143	SMA-7179, MAIN ST; AVENUE C TO AVENUE A, KUNA	3	2020	Federal-Aid, Local Road System	KUNA	Project Closed	1,440,198.00
Extend streetscape improvements along Main Street from Avenue C to Avenue A in the City of Kuna. Improvements include road rehabilitation, crosswalks, bulb- outs (pedestrian refuges) at the intersections, landscaping, decorative and functional lighting, benches, and bike racks. The project is located on SMA-7179 between mile points 0.87 and 1.015.							
20159	LOCAL, FY21 CAPITAL MAINTENANCE, PHASE 3, BOISE AREA	3	2021	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	789,719.00
Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urbanized Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segment: NW 8th Street between Pine Avenue and Cherry Lane in the City of Meridian.							
20167	STC-8533, INT SMITH AVE & MIDDLETON RD SIGNAL, NAMPA	3	2019	Federal-Aid, Local Road System	NAMPA	Project Closed	613,521.00
The project will install a traffic signal at the intersection of Smith Avenue and Middleton Road. The project will install crash reduction countermeasures to increase driver awareness, protect pedestrians, improve intersection efficiency and enhance vehicle safety. Improvements include a traffic signal, pedestrian facilities, street lighting, lane widening and the installation of turn lanes.							
20173	LOCAL, FY17/18, COMMUTER VAN REPLACEMENT, ACHD	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	315,130.00
20225	SH 45, DEER FLAT TO I 84B MICROSEAL, NAMPA	3	2017	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	941,253.70
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.)	5,047,020.00
This project will replace a culvert due to age and restrictions to freight.							

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20245	LOCAL, FY21 & FY22 ADA COUNTY SR2S, VRT	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	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.							
20251	I 84, FY21 D3 E BRIDGE REPAIR, NAMPA	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,059,254.00
The FY21 D3 Bridge Repair project will provide bridge deck preservation and preventative maintenance to the bridges, bridge approaches, and guardrail to bridge #s 21882, 15595, 15600, 15611, 15606, 21886							
20266	SH 44, INT SH 16 TO LINDER RD, ADA CO	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	7,334,558.00
This project will add an additional westbound and eastbound lane to improve congestion and reduce crashes along the corridor.							
20271	LOCAL, COMMUNITIES IN MOTION MINOR UPDATE	3	2024	Federal-Aid, Local Road System	COMPASS	Development	693,374.00
Update the regional long-range transportation plan. Includes Treasure Valley Transportation Operations, Management and ITS Plan Update (FY2024); public involvement; graphics and editing; and printing.							
20275	NHS-7220, STATE ST LIGHTING; 16TH TO 23RD, ACHD	3	2019	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	458,386.00
This project will install additional street lighting on State Street, between 16th Street and 23rd Street. The segments of the street in between the intersections are not lighted and have a higher nighttime crash rate than the lighted segments.							
20294	LOCAL, INT COLE RD AND OVERLAND RD, BOISE	3	2017	Federal-Aid, Local Road System	ADA COUNTY HD	Project Closed	1,181,311.00
Install signal-controlled right turn lanes on each leg of the Cole Rd and Overland Rd intersection in Boise and install ramps and crosswalks.							
20315	I 84, KARCHER IC TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	13,460,138.01
Expand I-84 to three lanes in each direction between the Karcher Interchange (Midland Blvd.) and Franklin Blvd. in the City of Nampa. Individual construction projects will be identified once the phasing is determined. Projects are funded using INFRA grant, with State funds used as tapered match.							
20351	I 84, CALDWELL TO KARCHER, CANYON CO	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Development	3,823,905.00
Environmental study only; design and construction projects are split out from this key number.							
20367	US 20, PHYLLIS CANAL BR TO SH 16, ADA CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	17,461,189.00
This project will add both an additional westbound and eastbound lane to improve mobility and reduce crashes along the corridor.							
20405	I 84, FY22 D3 BRIDGE REPAIR	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	4,003,559.00
The scope of the project is to preserve and maintain 18 bridges along I-84 from MP 3.21 to 89.761; 17 bridges will receive either an epoxy overlay or an HCSC (Hybrid Composite Synthetic Concrete) overlay. One bridge will have the guardrail widened to allow wider traffic to cross.							
20428	SH 21, TECHNOLOGY WAY TO SURPRISE WAY, BOISE	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	2,585,961.00
The TECHNOLOGY WAY TO SURPRISE WAY, BOISE project is located on SH-21 in Ada County between Technology Way and Surprise Way. This project will widen SH-21 to include two 12-FT travel lanes, a continuous 14-FT center turn lane, and two 6-FT shoulders. The project is located between mile points 0.787 and 3.023.							
20493	LOCAL, FY23 ADA COUNTY SR2S, VRT	3	2023	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	227,581.00
Support up to three full-time staff for Safe Routes to Schools (SR2S) coordination serving schools in Ada County with a focus on Boise and West Ada School Districts.							
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.)	20,375,800.13
This project will resurface the pavement to preserve the structural capacity of the existing roadway.							
20536	US 20, US 20/26 & SH 44 MILL & INLAY	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	11,428,798.00
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 Ave intersection.							
20560	LOCAL, FY22/23 COMPASS PLANNING	3	2023	Federal-Aid, Local Road System	COMPASS	Project Closed	331,000.00
This project will assist the Community Planning Association of Southwest Idaho (COMPASS) in meeting federal transportation planning responsibilities.							
20594	US 20, LINDER TO LOCUST GROVE, EAGLE	3	2024	State Funded Program	PRIVATE	Development	7,687,832.00
This project can be built in two Phases or a single Phase at the discretion of the Developer using State Tax Anticipated Revenue. This widening project is located in Ada County on Chinden Road between Linder Road and Locust Grove Road. The project will alleviate congestion and improve safety by adding an additional westbound and eastbound lane. The scope also includes improvement to the existing standard intersections. The project is located on US-20 between mile points 37.258 and 39.225.							

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
20659	LOCAL, FY24 TRANSIT ROLLING STOCK, INFRASTRUCTURE &	3	2024	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	1,754,000.00
Fund capital projects identified in the Transit Asset Management Plan in 2020 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.							
20738	I 84, BROADWAY TO MOUNTAINHOME, ADA & ELMORE CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	2,742,666.00
Seal coat the pavement surface on I-84 from Broadway Ave. to Eisenman Rd; SH-21 from I-84 to S Technology Way, Blacks Creek Interchange Ramps and Exit 90, 95 & 99 On/Off Ramps in order to improve ride quality and extend the life of the pavement.							
20788	SH 16, I 84 TO US 20/26 & SH 44 IC, ADA & CANYON COS	3	2024	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	127,607,812.31
Environmental re-evaluation, final design and right-of-way acquisition of the Phase 2 and Phase 3 work. Phase 2 completes the at-grade connection between I-84 and US-20/26 with a service interchange at I-84. Phase 3 completes the system interchange at I-84 and service interchanges at Franklin Rd, Ustick Rd, US-20/26 and SH-44. Phase 2 construction has been split into three separate key numbers and is funded. Construction of Phase 3 is currently unfunded.							
20796	I 84, KARCHER IC TO FRANKLIN BLVD IC TEMP SHOULDER	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	5,770,857.42
Reconstruct and widen the eastbound and westbound shoulders on I-84 from the Karcher/Midland interchange to the Franklin interchange (MP 33.10 – 36.50) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects.							
20797	I 84, KARCHER OVERPASS, NAMPA	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	4,635,563.36
Demolish and reconstruct the Karcher Road Overpass at I-84 MP 33.97. The existing 5-span bridge will be replaced with a 2-span bridge to allow widening of I-84. The new bridge will have two travel lanes with a shoulder on the southeast side, bike lane and sidewalk on the northwest side. The project includes minor roadway reconstruction for the approaches on each side of the bridge.							
20798	I 84, NORTHSIDE BLVD TO FRANKLIN BLVD, NAMPA	3	2019	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	74,477,876.80
Reconstruct and widen I-84 from the Northside interchange to the Franklin interchange (MP 34.26 – 35.98). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Northside and Franklin interchanges. This project includes replacement of the Mason Creek Culvert under I-84 just west of the Franklin IC with a 12' x 13' concrete box culvert; replacement of the twin I-84 over UPRR/PID bridges with one single-span concrete box beam bridge; and full reconstruction of the Northside IC. The new Northside IC will be a SPUI IC with one single-span hybrid steel girder I-84 bridge over Northside Boulevard.							
20799	I 84, KARCHER IC TO NORTHSIDE BLVD	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	26,061,624.10
Reconstruct and widen I-84 from the Karcher/Midland interchange to the Northside interchange (MP 33.19 – MP 34.26). The project includes widening the existing 4-lane section (2-lanes each direction) to an 8-lane section (3-lanes each direction plus auxiliary lanes each direction between the Karcher and Northside interchanges.							
20841	SH 55, BIKE/PED BR OVER BOISE RV, EAGLE	3	2023	Federal-Aid, Local Road System	EAGLE	PS&E (or equiv.)	4,377,061.00
Design and construct a bicycle and pedestrian bridge over the north channel of the Boise River adjacent to the SH-55 (Eagle Rd.) Bridge. The bicycle and pedestrian bridge will provide a critical link between the Boise River Greenbelt, planned pathways, and a rapidly growing residential and commercial core area in the City of Eagle.							
20842	SMA-7013, CLOVERDALE RD; CAMAS DR TO TUTRINA & OPAS	3	2019	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	11,240,670.00
Widen Cloverdale Rd. from Camas Dr. to Trutina Ave. from two lanes to 5 lanes with curb, gutter, sidewalk, and bicycle lanes in accordance with ACHD's Capital Improvement Plan. Replace the bridge and update the structure to current standards to include 4 travel lanes, standard shoulders, and bicycle and pedestrian facilities. The bridge will have higher clearance over I-84 and be built to accommodate a future fifth lane expansion of the Interstate below. Additional details will be available on ACHD's and ITD's website soon.							
21849	SH 45, JCT SH-78 TO DEER FLAT RD, CANYON CO	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	7,033,582.00
The JCT SH-78 TO DEER FLAT RD project in Canyon County will restore and rehabilitate roadway pavement by milling/inlaying SH-45 from Deer Flat Road to the junction of SH-78. This work also includes shoulder grading, patching at existing driveways that are in bad or poor condition and hyrdo demolition, silica fume overlay, joint replacement, concrete repair (e.g. spalling/patching), and concrete crack repair at the Mora Canal (14305).							
21858	US 20, SH 16 TO LINDER RD, ADA COUNTY	3	2021	State Funded Program	PRIVATE	Project Closed	8,612,082.00
This project can be built in two Phases or a single Phase at the discretion of the Developer of the Costco shopping center using State Tax Anticipated Revenue. Phase 1; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP35.762) and the existing five lane section approximately 700ft to the west of Linder Road (MP 37.128, approximately 1.5 miles in length). Phase 2; Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way (MP 35.762) and the existing five lane section approximately 800ft to the east of State Highway 16 (MP 34.424, approximately 1.44 miles in length).							
21864	US 20, SH-16 TO TREE FARM WAY (PH2)	3	2019	State Funded Program	PRIVATE	Project Closed	197.82
Expand Chinden Boulevard to five lanes (two through lanes in each direction and a two way left center turn lane) with turn lanes/raised median where necessary between Tree Farm Way and the existing five lane section approximately 800ft to the east of State Highway 16 (approximately 1.44 miles in length). This project will be funded and constructed by the developer of the Costco shopping center using State Tax Anticipated Revenue.							

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
21889	LOCAL, FY24 COMPASS PLANNING	3	2024	Federal-Aid, Local Road System	COMPASS	Development	331,000.00
This project will assist COMPASS in meeting federal transportation planning responsibilities.							
21910	LOCAL, FY24 ADA COUNTY SR2S, VRT	3	2024	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	229,419.00
Support up to three full-time and one part-time staff for Safe Routes to School (SR2S) coordination serving schools in Ada County with a focus on the Boise and West Ada School Districts for service years FY2024 and FY2025.							
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)	Project Closed	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	Project Closed	1,021,855.00
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.							
22030	LOCAL, FY20 CANYON CO SRTS COORDINATOR & ACTIVITIES	3	2020	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	64,753.00
This project provides for Safe Routes To School program personnel, education materials, encouragement incentives, special events and indirect costs.							
22031	LOCAL, FY21 CANYON CO SRTS COORDINATOR & ACTIVITIES	3	2021	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Project Closed	64,759.00
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	3	2020	Federal-Aid, Local Road System	NAMPA	Project Closed	525,905.00
The Stoddard City Pathway (Iowa to Amity) project is an extension of the existing Stoddard Pathway located in Nampa, Canyon County. The current Stoddard Pathway is approximately 2-miles and connects neighborhoods to parks and schools in southeast Nampa. This extension would add approximately ½- mile to the paved trail starting at Iowa Avenue and ending at Amity Avenue.							
22070	LOCAL, STODDARD PATH EXT PH 2, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Project Closed	525,107.00
The purpose of this project is to extend the Stoddard Pathway from Amity Avenue to Sherman Avenue. The Stoddard City Pathway (Amity to Sherman) extension will provide a safe route to Sherman Elementary, which is one of Nampa's highest needs school. Students and pathway users will be able to utilize an existing crosswalk with a Rapid Flashing Beacon at the Amity Avenue crossing. The project will also tie into the proposed Stoddard City Pathway (Iowa to Amity), creating approximately 2 and ¼ miles of continuous trail.							
22076	OFFSYS, GRIMES CITY PATHWAY, NAMPA	3	2020	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	214,765.00
This project is on the Grimes Pathway between Birch Ln. and Karcher Rd and between Franklin Rd. and 11th Ave. It is located in Nampa, Canyon County. The southern section of the project begins on Karcher Rd. and extends northeast between McDonagh Park and the railroad. The northern section of the project begins by connecting to the existing Grimes Pathway in Sunset Oaks Park and extends north to Birch Ln							
22101	STC-3798, PECKHAM RD INTERSECTIONS, CANYON CO	3	2023	Federal-Aid, Local Road System	GOLDEN GATE HD	Awarded (or equiv.)	4,992,693.00
The project will reconstruct three intersection on Peckham Road at Travis Road, Allendale Road and Van Slyke Road. Each intersection is substandard for truck turning movements. The reconstruction will provide larger turning radii to eliminate truck off-tracking and reduce edge breakup. The intersection improvements will also allow trucks to maintain their own travel lane while making turns. all construction will adhere to current Association of Canyon County Highway District (ACCHD) standards.							
22102	STC-8223, FRANKLIN BLVD & KARCHER RD INT, NAMPA	3	2023	Federal-Aid, Local Road System	NAMPA	Awarded (or equiv.)	5,693,377.00
Construct a dual lane offset roundabout at Franklin Blvd. and Karcher Rd. in the City of Nampa. The project includes right-of-way, curb and gutter, sidewalk, lighting, pedestrian ramps, , and lane widening. The design includes a roundabout with one entering lane eastbound and westbound, and two entering lanes northbound and southbound. The offset center of the roundabout is approximately 55 ft. west and 10 ft. north of the existing intersection. A power pole will be relocated on the northeast corner at project expense (power pole is a private easement outside of the right-of-way).							
22108	LOCAL, FY23 COMPASS METRO PLANNING	3	2023	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	1,917,948.97
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.							
22154	I 84, USTICK RD & MIDDLETON RD OVERPASSES, CANYON C	3	2020	State Funded Program	STATE OF IDAHO (ITD)	Development	4,229,870.21
Rebuild Middleton Rd. and Ustick Rd. overpasses at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22165	US 20/26, I 84 TO MIDDLETON RD, CANYON CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	64,559,794.83
This project consists of capacity and safety improvements on Chinden Blvd from I-84 to Middleton Rd. Improvements include three lanes in each direction, a continuous median traffic separator with u-turn opportunities, and installation of two additional traffic signals.							

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
22196	I 84, FRANKLIN IC TO KARCHER IC, CANYON CO	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Development	136,505.93
Design and construction on I-84 from Franklin IC to Karcher IC. Construction projects will be split out once the phasing is determined							
22395	LOCAL, FISCAL IMPACT ANALYSIS STUDY, COMPASS	3	2023	Federal-Aid, Local Road System	COMPASS	Development	60,000.00
To better implement the goals of Communities in Motion, this project will provide information on the fiscal impact of various growth patterns. Work will develop a fiscal impact analysis calculator by conducting a workshop with stakeholders, analyze the public costs and revenues of various land use patterns, build an economic model that can be used in the COMPASS development checklist for highlighting the costs of development, and conducting outreach and training for local decision-makers so that fiscal analysis is used in local land use decision-making.							
22436	LOCAL, FY24 ACHD COMMUTERIDE	3	2024	Federal-Aid, Local Road System	ADA COUNTY HD	Development	275,000.00
This project will continue and improve coordination and marketing efforts in support of the ACHD Commuteride vanpool program. Commuteride is a third-party vanpool program in a multi-county area. These funds help coordinate and market the Vanpool program in the Boise and Nampa Urban Areas, including the cities of Boise, Garden City, Eagle, Meridian, Nampa, and Caldwell. Eligible rides must originate, terminate, or go through Ada County.							
22460	SH 19, BVRR RRX, GREENLEAF	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Project Closed	98,200.00
This project will install cantilever gates and lights at the crossing in Greenleaf at milepost 14.24 on SH-19. The crossing# is 819698A							
22494	LOCAL, FY24 COMPASS METRO PLANNING	3	2024	Federal-Aid, Local Road System	COMPASS	Awarded (or equiv.)	1,884,839.48
Metropolitan planning organization (MPO) planning funds from the Federal Highway Administration and Federal Transit Administration which are included in the Unified Planning and Work Program. The projects provide transportation planning services to region.							
22593	OFFSYS, S 4TH AVE, INDIAN CREEK BR, CALDWELL	3	2021	Federal-Aid, Local Road System	LOCAL HIGHWAY TECHNICA	Awarded (or equiv.)	3,002,311.29
Replace S 4TH AVE, INDIAN CREEK BR, CALDWELL							
22602	STC-3714, INDIANA AND ORCHARD SHARED ROADWAY, CAN	3	2024	Federal-Aid, Local Road System	CANYON HD Number 4	Development	132,000.00
This project will construct 4' paved shoulders on Indiana Avenue (Roosevelt Ave. to Orchard Ave. - 1.5 miles) and Orchard Avenue (Indiana Ave. to Riverside Rd. - 2.3 miles).							
22618	I 84, MIDDLETON RD OVERPASS, CANYON CO	3	2020	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	7,120,521.35
Rebuild Middleton Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22619	I 84, USTICK RD OVERPASS, CANYON CO	3	2021	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	16,240,518.86
Rebuild Ustick Rd. overpass at I-84 in Canyon Co. This project is part of the GARVEE project to expand I-84 from the City of Nampa to the City of Caldwell (Key Number 20351).							
22665	SH 55, EAGLE RD; I 84 TO SH 44, ADA CO	3	2022	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	22,805,964.00
The EAGLE RD; I-84 TO SH-44 project located between the cities of Meridian and Eagle will rehabilitate the roadway to improve ride quality and extend pavement life.							
22677	US 20, FY24 SURFACE TREATMENTS: US 20/26 & SH 44	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	10,945,618.00
This project will sealcoat the pavement on US-20/26 and SH 44 in Ada County to improve ride quality and extend the pavement lifespan.							
22746	I 84, COLE & OVERLAND LIGHTING, BOISE	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	423,044.00
This project will upgrade existing lighting infrastructure.							
22878	SMA-3724, HOMEDALE RD CURVE IMPV, CANYON HD	3	2024	Federal-Aid, Local Road System	CANYON HD Number 4	Awarded (or equiv.)	1,292,404.00
This project will improve safety for roadway users by widening a bridge, widening shoulders, installing white thermoplastic rumble strips and flatten side slopes. This will remove obstructions to errant vehicles, increases the recovery area on pavement, provides drivers visual guidance with an alert of lane departure and improves recovery area with a reduction in overturning potential.							
22944	LOCAL, FY22 STODDARD PATHWAY, NAMPA	3	2022	Federal-Aid, Local Road System	NAMPA	Project Closed	552,839.00
The Stoddard pathway (Sherman Avenue to 2nd Street South) project is an extension of the pathway adding approximately 0.3 miles to the paved trail.							
22963	LOCAL, FY22 GREENLEAF 8 ADA RAMPS	3	2022	State Funded Program	GREENLEAF	Awarded (or equiv.)	58,000.00
Construct 8 Americans with Disabilities ramps in Greenleaf, Canyon Co., Idaho.							
23025	LOCAL, GRIMES CITY PATHWAY EXTENSION, NAMPA	3	2024	Federal-Aid, Local Road System	NAMPA	PS&E (or equiv.)	1,187,000.00
Extend Grimes City Pathway from McDonagh Park to Birch Elementary School. Project includes 1/2 mile of 12-foot asphalt pathway, lighting, and crosswalk improvements.							
23026	LOCAL, AUTOMATED BIKE/PED COUNTERS, COMPASS	3	2023	Federal-Aid, Local Road System	COMPASS	Development	39,000.00
Purchase up to five permanent automated bicycle and pedestrian counters in the Nampa Urbanized Area. Locations to be recommended by the COMPASS Active Transportation Workgroup.							
23079	I 84, TEMP WIDENING, FRANKLIN IC TO KARCHER IC, NAMPA	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Project Closed	9,225,901.49
Reconstruct and widen eastbound and westbound shoulders on I-84 from the Franklin interchange to the Karcher interchange (MP 29.0 – 33.4) to provide sufficient pavement sections to temporarily shift traffic during the I-84 reconstruction projects.							

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
23080	I 84, FRANKLIN RD IC TO KARCHER IC - WEST, NAMPA	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	67,831,179.98
Reconstruct and widen I-84 from the Franklin Rd interchange to Karcher IC, West (MP28.23 – 30.84). The project includes widening the existing 4-lane section (2-lanes each direction) to a 6-lane section (3-lanes each direction). This project includes replacement of the Notus Canal structure just west of Linden Overpass, as well as the Linden Overpass.							
23081	I 84, FRANKLIN RD IC TO KARCHER IC - EAST, NAMPA	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	44,506,747.94
Reconstruct and widen I-84 from the MP30.84 to the Karcher/Midland interchange (MP 30.84 – 33.2). The project includes widening the existing 4-lane section (2-lanes each direction) to a 6-lane section (3-lanes each direction). This project includes replacement of the Notus Canal structure just west of Ustick.							
23099	I 84, EXIT 25 IMPROVEMENT, CANYON CO	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,681,213.00
The proposed improvements include minor widening of the westbound off ramp to reestablish uniform shoulder width, installation of a traffic signal and queue detection on the westbound ramp and some slope excavation to improve sight.							
23181	I 184, FY24 D3 SIGNING	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Development	486,555.00
The FY24 D3 signing project will update and replace signs on I-184 between MP 0 and MP 3.3							
23270	I 84, GALLOWAY ROAD UNDERPASS REPAIR	3	2021	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	840,980.00
On February 26, 2021, a commercial vehicle hauling a piece of equipment struck the girders over the westbound lanes. This incident damaged four of the girders. ITD Bridge Inspection has examined the structure and has determined that one of the girders must be completely replaced.							
23293	LOCAL, PEDESTRIAN ROAD SAFETY AUDIT, NAMPA	3	2022	Federal-Aid, Local Road System	NAMPA	Development	81,000.00
For the work of conducting a Road Safety Audit (RSA) at multiple signalized intersections. The focus of the RSA will be to identify deficiencies as well as low-cost, systemic changes to signal operations to decrease 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.							
23311	LOCAL, CHINDEN DRAINAGE AND DESIGN PLAN, GARDEN CIT	3	2024	Federal-Aid, Local Road System	GARDEN CITY	Development	462,141.00
Develop a draining plan, cross sections, project list, and public involvement for the US 20/26 (Chinden Boulevard) Redevelopment Plan from Branstetter Street to Fairview Avenue.							
23314	LOCAL, ACHD COMMUTERIDE SAFETY AND SECURITY CAME	3	2023	Federal-Aid, Local Road System	ADA COUNTY	Development	48,000.00
To install security cameras at four ACHD-owned Park and Ride lots located at Ballantyne Park and Ride (State Highway 44 and West State Street) and Riverside Park and Ride (State Highway 44 and Edgewood Lane) in the City of Eagle, and County Terrace Park and Ride (near Meridian Road and Overland Road) and Rackham Road Park and Ride (Eagle Road and Overland Road) in the City of Meridian. A total of 240 parking spaces are provided at these four locations.							
23336	I 84, KARCHER IC, KARCHER TO MIDDLETON RD, CANYON CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	32,679,513.17
Capacity improvements at the Karcher IC by adding a free running right turn at the westbound to southbound off-ramp and continuing the additional lane across the I-84 and Union Pacific Rail Road (UPRR) structures. Third westbound lane on SH-55 to be terminated prior to Middleton Rd.							
23337	US 20/26, MIDDLETON RD TO STAR RD, ADA/CANYON COS	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Development	72,820,000.00
Capacity and safety improvements including three travel lanes in each direction and center two way left turn lane. Intersection improvements at the mile will include signalization. Construction funds are not currently programmed and may be split into separate key numbers when funding available.							
23341	I 84, SH 44 IC TO CENTENNIAL WAY IC, CANYON CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Development	4,350,000.00
Traffic and environmental study on I-84 from the SH-44 IC to the Centennial Way IC to evaluate capacity and safety improvements.							
23378	NHS-8523, CHERRY LANE, UPRR RRX 818670F, NAMPA	3	2023	State Funded Program	NAMPA	Development	880,000.00
Lights, gates, surface							
23379	STC-8223, KARCHER RD, UPRR RRX 818662N, NAMPA	3	2023	State Funded Program	NAMPA	Development	780,000.00
Lights, Gate, Surface							
23389	SMA-9833, N MILWAUKEE ST BVRR RRX 906394X, BOISE	3	2022	State Funded Program	RAILROADS	Awarded (or equiv.)	362,000.00
Complete resurface: concrete planking, ballast, ties, rails. Split cost with RR.							
23409	SH 16, FRANKLIN RD TO USTICK RD, ADA & CANYON COS	3	2024	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	PS&E (or equiv.)	80,947,491.00
This project will construct improvements on SH-16 from Franklin Rd to Ustick Rd. including two lanes in both directions with at-grade intersections at Franklin Road and Ustick Road utilizing the on and off ramps for the future interchanges, a new structure over the Union Pacific Railroad, Cherry Lane, Ten Mile Creek, and several irrigation structures.							
23410	SH 16, I 84 TO FRANKLIN RD, ADA & CANYON COS	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	52,500,481.00
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.							



# Projects in Prior STIPs With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
23455	I 84, ROBINSON ROAD OVERPASS REPAIR	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	278,551.00
An excavator being towed on I 84 struck the Bridge on Oct 5, 2021. The accident damaged two girders. Shoulder restrictions will be implemented on Robinson Road and repairs will require a closure of the interstate.							
23457	I 184, ORCHARD ST OVERPASS REPAIR	3	2022	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	82,558.00
Heavy equipment on a trailer was not properly lowered and hit the girders causing damage that now requires repair.							
23535	SH 21, PAVEMENT PRESERVATION, BOISE	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Awarded (or equiv.)	568,446.00
Sealcoat the pavement surface on State Highway 21 from Technology Way to Surprise Way in the City of Boise to improve ride quality and extend the life of the pavement.							
23599	STATE, MS4 PERMIT & STORM WATER MGMT PROG, ADA & C	3	2023	Federal-Aid, State Highway System	STATE OF IDAHO (ITD)	Development	250,000.00
To provide assistance with storm water management development and documentation.							
23667	LOCAL, FY23 ROLLING STOCK, INFRA, TECH, VRT	3	2023	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	1,688,999.57
Fund capital replacement projects, such as rolling stock, infrastructure, and technology, identified in the FY2023 Transit Asset Management Plan 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.							
23674	LOCAL, SMART TRIPS TREASURE VALLEY, ACHD	3	2023	Federal-Aid, Local Road System	ADA COUNTY HD	Development	453,000.00
Deploy a three-year pilot to build a resident-based transportation demand management outreach and education program to reduce drive-alone car trips and increase access to transportation options.							
23708	I 84, FY23 D3 INTERSTATE STRIPING	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	525,927.00
D3 Interstate Striping							
23803	I 84, FY24 D3 STRIPING	3	2024	State Funded Program	STATE OF IDAHO (ITD)	PS&E (or equiv.)	791,621.00
D3 Interstate Striping							
23833	LOCAL, ACCESS TO OPPORTUNITY, ACHD	3	2024	Federal-Aid, Local Road System	ADA COUNTY HD	Development	7,459,500.00
Plan and design 12 multimodal transportation projects in the Cities of Boise and Garden City. When constructed, the project will provide low-stress, multimodal links between a community separated by Interstate 184, US 20/26, the Bench, and the Boise River. The project includes filling sidewalk gaps, signaling crossings, implementing Americans with Disabilities Act accessible pedestrian ramps and signals, building multiuse pathways and designated bicycle facilities, upgrading transit bus stops, and evaluating green stormwater infrastructure to prevent runoff from entering the Boise River. Construction is currently unfunded.							
23943	LOCAL, FY25 ADA COUNTY SR2S, VRT	3	2024	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	2,024,000.00
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.							
23971	OFFSYS, S. COLE RD RRX, UPRR 819327P, ADA COUNTY	3	2023	Federal-Aid, Local Road System	ADA COUNTY	Development	795,000.00
Install safety features and improve the southerly roadway approach on a railroad crossing on South Cole Road in Ada County.							
23983	LOCAL, RECONNECT, ACCESS, & IMPRV SAFTY & EQUITY, NA	3	2024	Federal-Aid, Local Road System	NAMPA	Development	5,000,000.00
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.							
24002	STATE, TRAFFIC SIGNAL OPERATIONS & MAINTENANCE EVA	9	2023	State Funded Program	STATE OF IDAHO (ITD)	Development	500,000.00
Headquarters Highways Construction & Operations in conjunction with the District Traffic Groups, proposes utilizing consultant services to evaluate signal operations and maintenance practices on ITD routes in urban areas of the state. The initial phase of this evaluation will be in Ada County.							
24106	SH 45, ELIJAH CULVERT REPAIR, NAMPA	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Development	1,000,000.00
The City of Nampa has provided ITD District 3 with a condition survey indicating that a portion of a large culvert crossing SH-45 is in need of immediate repair.							
24221	LOCAL, FY25 ORCHARD TRANSIT FACILITY IMPROVEMENTS	3	2024	Federal-Aid, Local Road System	VALLEY REGIONAL TRANSIT	Development	2,700,000.00
Expand and improve the Orchard Transit Facility near the Boise Airport in the City of Boise. The project will improve site efficient, safety, and security by separating visitor parking from bus traffic and includes security fencing, a new gate, 4,500 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).							

# Projects in Prior STIPs

## With No Final Voucher or Equivalent

Prior Year Projects Outside of MPO Areas

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

Key No.	Location	Dist.	Year	Major Program	Sponsor	Project Status	Lifetime Cost
24233	LOCAL, CARBON REDUCTION STRATEGY STUDY, COMPASS	3	2024	Federal-Aid, Local Road System	COMPASS	Development	180,000.00
<p>This project supports the development of a regional Carbon Reduction Strategy to further the analysis and implementation strategies of the State's Carbon Reduction Strategy required by IJJA. This study will investigate vehicle alternatives, mode choices, construction practices, and infrastructure investments to reduce transportation-related greenhouse gas emissions and establish performance measures and targets for greenhouse gas emission reductions. The project will include an analysis of the regional transportation system's contributions to greenhouse gas emissions and evaluate strategies based on their impact on air quality and cost-effectiveness. The most impactful and cost-effective strategies will be identified.</p>							
24245	I 84, E BOISE POE SIGN REPAIR	3	2023	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	215,052.00
<p>This project is for replacing the current Variable Message Signs (VMS) and support structures located on both sides of the I-84, E. Boise Port of Entry (POE).</p>							
24293	OFFSYS, N 4TH AVE RRX CLOSURE, UPRR, 819382P, CALDWE	3	2024	Federal-Aid, Local Road System	CALDWELL	Development	260,000.00
<p>Railroad crossing closure</p>							
24389	US 20, US 26 DEMO, MP 27.3 TO 33.3, ADA & CANYON CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,267,834.00
<p>Remove and demolish vacant building along US 20/26 that are in conflict with the ultimate widening of the state facility.</p>							
24390	SH 55, DEMO, MP 10.6 TO 15.6, CANYON CO	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Awarded (or equiv.)	1,721,231.00
<p>Remove and demolish vacant building along SH-55 that are in conflict with the ultimate widening of the state facility.</p>							
24665	I 84, MOBILITY IMPROVEMENT STUDY, ADA/CANYON COS	3	2024	State Funded Program	STATE OF IDAHO (ITD)	Development	2,250,000.00
<p>For the work of determining whether additional auxiliary lanes and other improvements are needed to smooth merge hesitations, achieve better traffic distribution, and achieve lane balance for the 11-mile section of Interstate 84 between the Garrity IC in Nampa and the I-84/I-184 Wye Interchange in Boise. This project will provide existing and future traffic counts, review existing conditions, consider and review all previous environmental and operational studies on this stretch of the Interstate, conduct traffic modeling (microsimulation), complete an origin and destination study, and recommend a phasing plan and future NEPA action.</p>							

## **APPENDIX E: LIST OF PROJECTS**

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

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

# FY2025-2031 Regional Transportation Improvement Program



## Detailed Project List (All Values in Thousands of Dollars)

All costs in year-of-expenditure dollars

### 10th Avenue ITS and Overlay, Caldwell

Regionally Significant:   Inflated

Key #: 13905

Requesting Agency: City of Caldwell

Project Year: 2026

Total Previous Allocations: \$295

Total Programmed Budget: \$2,748

Total Cost (Prev. + Prog.): \$3,043

**TIP Achievement:**

Active Transportation

Asset Management

NHS-LOTTR

Safety



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

Funding Source			Program				Local Match		7.34%	
STBG-LU	Local Hwy - Urban	Local Match	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting								
2026	0	0	0	0	220	2,528	2,748	2,546	202	
<b>Fund Totals:</b>	0	0	0	0	220	2,528	2,748	2,546	202	

### 2nd Street South, Safety Improvements, Nampa

Regionally Significant:   Inflated

Key #: 23883

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$649

Total Programmed Budget: \$1,393

Total Cost (Prev. + Prog.): \$2,042

**TIP Achievement:**

Active Transportation

Safety



Provide safety improvements on 2nd Street South from 16th Avenue South to Chicago Street in the City of Nampa. Work includes adding Rectangular Rapid Flashing Beacon (RRFB) crossings at 18th Avenue South and 22nd Avenue South and a paved shoulder along the south side of 2nd Street South from 24th Avenue South to Chicago Street. Streetlights will be upgraded and augmented as necessary to obtain adequate illumination.

Funding Source			Program				Local Match		7.34%	
HSIP (Local)	Local Hwy - HSIP	Local Match	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting								
2026	0	0	0	0	673	210	883	818	65	
<b>Fund Totals:</b>	0	0	0	0	673	210	883	818	65	

Funding Source			Program				Local Match		100.00%	
Local Participating	Hwy - Local Partnerships	Local Match	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting								
2026	0	0	0	0	0	510	510	0	510	
<b>Fund Totals:</b>	0	0	0	0	0	510	510	0	510	

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

## Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS

Regionally Significant:   Inflated

**TIP Achievement:**

**Key # : 23313**

Active Transportation

Requesting Agency: COMPASS

Project Year: 2025

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			Program					Local Match	
STBG-TMA			Local Hwy - Transportation Management					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	8	8	7	1
<b>Fund Totals:</b>	0	0	0	0	0	8	8	7	1

## Centennial Way Roundabout, Caldwell

Regionally Significant:   Inflated

**TIP Achievement:**

**Key # : 13484**

System Performance

Requesting Agency: City of Caldwell

NHS-LOTTR

Project Year: 2026

Safety

Total Previous Allocations: \$563

Total Programmed Budget: \$3,910

Total Cost (Prev. + Prog.): \$4,473

### Project Description

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



Funding Source			Program					Local Match	
NHPP			State Hwy - Safety & Capacity (Capacity)					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	649	649	601	48
<b>Fund Totals:</b>	0	0	0	0	0	649	649	601	48

Funding Source			Program					Local Match	
STBG-LU			Local Hwy - Urban					7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	521	2,740	3,261	3,022	239
<b>Fund Totals:</b>	0	0	0	0	521	2,740	3,261	3,022	239

## Charging and Fueling Infrastructure, Boise

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: **BOI01**

CMAQ-Emissions Reduction

Requesting Agency: City of Boise

Project Year: 2025

Total Previous Allocations: \$990

Total Programmed Budget:

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

### Project Description

Prioritize, design, and plan public electric vehicle (EV) charging sites. Ultimately, the project will install an estimated 100 level 2 charging ports at 20 to 25 sites and 4 to 8 fast charge ports at 2 to 4 sites throughout the City of Boise. The project will also provide community education and outreach about EV transportation applications and create a workforce development program to help the City of Boise workforce meet the growing needs of EV technology.



Funding Source		Discretionary		Program			Hwy - Discretionary		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025		350	0	0	26	2,634				
<b>Fund Totals:</b>	0	350	0	0	26	2,634				

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

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: **22438**

Open Space

Requesting Agency: City of Nampa

Health

Project Year: 2029

Total Previous Allocations: \$563

System Performance

Total Programmed Budget: \$1,838

Active Transportation

Total Cost (Prev. + Prog.): \$2,401

Asset Management

### Project Description

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



Funding Source		STBG-LU		Program			Local Hwy - Urban		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2029	0	0	0	0	214	1,624	1,838	1,703	135	
<b>Fund Totals:</b>	0	0	0	0	214	1,624	1,838	1,703	135	

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

Regionally Significant:   Inflated

Key #: 22017

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$330

Total Programmed Budget: \$1,730

Total Cost (Prev. + Prog.): \$2,060

**TIP Achievement:**

Open Space

Health

System Performance

Active Transportation

Asset Management



**Project Description**

Rebuild Cherry Lane from Franklin Boulevard to 11th Avenue North in the City of Nampa. Work includes intersection improvements and five-foot shoulders.

Funding Source		STBG-LU		Program				Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	0	357	1,373	1,730	1,603	127		
<b>Fund Totals:</b>	0	0	0	0	357	1,373	1,730	1,603	127		

## Cole Road, Ustick Road to Kettering Avenue, Boise

Regionally Significant:   Inflated

Key #: 22816

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$7,891

Total Cost (Prev. + Prog.): \$7,891

**TIP Achievement:**

System Performance

Active Transportation

Asset Management

Safety



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadway on Cole Road, Ustick Road to Kettering Avenue, in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Design was funded in KN 20259).

Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	364	0	0	0	364	337	27		
2028	0	0	0	0	732	6,795	7,527	6,975	552		
<b>Fund Totals:</b>	0	0	364	0	732	6,795	7,891	7,312	579		

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

## Columbia Village Roadway and ADA Improvements, Boise

Regionally Significant:   Inflated

Key #: 23323

Requesting Agency: ACHD

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$7,863

Total Cost (Prev. + Prog.): \$7,863

**TIP Achievement:**

System Performance  
Active Transportation  
Asset Management  
Safety



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments include Lake Forest Drive, Federal Way to Summersweet Drive; and Grand Forest Drive, Gowen Road to Rock Rose Place. (Design was funded in KN 20674.)

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	0	371	0	0	0	371	344	27		
2029	0	0	0	0	731	6,761	7,492	6,942	550		
<b>Fund Totals:</b>	0	0	371	0	731	6,761	7,863	7,286	577		

## Commuteride Website Redesign, ACHD

Regionally Significant:   Inflated

Key #: ORN24632

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$70

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

**TIP Achievement:**

Support



**Project Description**

Redesign the Ada County Highway District (ACHD) Commuteride website for education and outreach to Treasure Valley residents and commuters. The new website will also align with the new ACHD website design.

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	70	70	65	5		
<b>Fund Totals:</b>	0	0	0	0	0	70	70	65	5		

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



## Commuteride, Ada and Canyon Counties, ACHD – FY2025-FY2030

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 22386

Public Transportation

Requesting Agency: ACHD

Project Year: 2025-2030

Total Previous Allocations: \$317

Total Programmed Budget: \$1,388

Total Cost (Prev. + Prog.): \$1,705

### 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 Urban Areas. Funds are for project years FY2025 through FY2030.



Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	220	0	0	0	0	220	220	0
2027	0	220	0	0	0	0	220	220	0
2028	0	220	0	0	0	0	220	220	0
2029	0	220	0	0	0	0	220	220	0
2030	0	220	0	0	0	0	220	220	0
<b>Fund Totals:</b>	0	1,100	0	0	0	0	1,100	1,100	0

Funding Source STBG-LU			Program Local Hwy - Urban					Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	13	0	0	0	0	13	13	0
2026	0	55	0	0	0	0	55	55	0
2027	0	55	0	0	0	0	55	55	0
2028	0	55	0	0	0	0	55	55	0
2029	0	55	0	0	0	0	55	55	0
2030	0	55	0	0	0	0	55	55	0
<b>Fund Totals:</b>	0	288	0	0	0	0	288	288	0

## Deer Flat Parking and Trails, Canyon County

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 23421

Open Space

Requesting Agency: Fish and Wildlife Service

Active Transportation

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$985

Total Cost (Prev. + Prog.): \$985

### Project Description

Improvements to parking lots and trails at the Deer Flat Wildlife Refuge in Canyon County. Project managed by Western Federal Lands through the Federal Lands Transportation Program.



Funding Source FLTP			Program Hwy – Federal Lands Transportation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	985	985	913	72
<b>Fund Totals:</b>	0	0	0	0	0	985	985	913	72

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

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

Regionally Significant:   Inflated

Key #: RD216-04

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$427

Total Programmed Budget: \$900

Total Cost (Prev. + Prog.): \$1,327

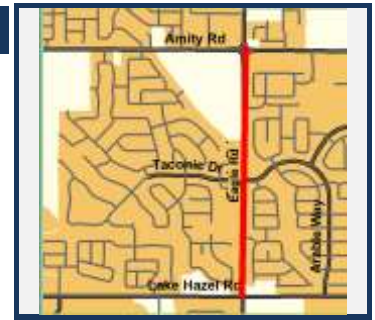
### TIP Achievement:

Health

System Performance

Active Transportation

Safety



### Project Description

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

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	900	900	0	900
<b>Fund Totals:</b>	0	0	0	0	0	900	900	0	900

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

Regionally Significant:   Inflated

Key #: 24383

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$300

Total Programmed Budget: \$8,750

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

### TIP Achievement:

System Performance

Active Transportation

Asset Management



### Project Description

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

Funding Source Local Participating Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	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
<b>Fund Totals:</b>	0	300	1,000	0	150	7,300	8,750	0	8,750

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

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

Regionally Significant:   Inflated

Key #: RC0133

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$895

Total Programmed Budget: \$4,650

Total Cost (Prev. + Prog.): \$5,545

**TIP Achievement:**

Open Space

Health

System Performance

Active Transportation

Safety



**Project Description**

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

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	120	4,530	4,650	0	4,650
<b>Fund Totals:</b>	0	0	0	0	120	4,530	4,650	0	4,650

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

Regionally Significant:   Inflated

Key #: 24382

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$1,800

Total Programmed Budget: \$18,510

Total Cost (Prev. + Prog.): \$20,310

**TIP Achievement:**

System Performance

Active Transportation

Asset Management

Bridge



**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 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
2026	0	0	10	0	0	0	10	0	10
PD	0	0	0	0	0	18,500	18,500	0	18,500
<b>Fund Totals:</b>	0	0	10	0	0	18,500	18,510	0	18,510

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

# Five Mile Road Overpass and Widening, Boise

Regionally Significant:   Inflated

Key #: 23095

Requesting Agency: ACHD

Project Year: 2030-FIDD

Total Previous Allocations: \$2,852

Total Programmed Budget: \$29,851

Total Cost (Prev. + Prog.): \$32,703

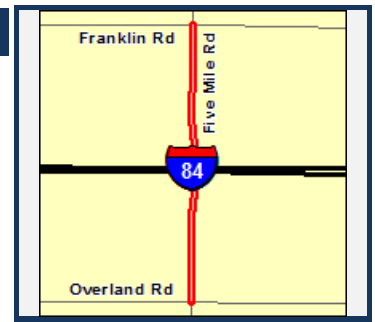
## TIP Achievement:

Health

Active Transportation

Bridge

Safety



## Project Description

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

Funding Source		State		Program				State Hwy - Bridge Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	100.00%	
2030	0	0	0	0	863	8,629	9,492	0	9,492		
<b>Fund Totals:</b>	0	0	0	0	863	8,629	9,492	0	9,492		

Funding Source		TAP-TMA		Program				Local Hwy - Transportation Alternatives		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	7.34%	
2025	0	0	100	0	0	0	100	93	7		
2026	0	0	36	0	0	0	36	33	3		
<b>Fund Totals:</b>	0	0	136	0	0	0	136	126	10		

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

Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	7.34%	
2026	0	0	528	0	0	0	528	489	39		
2027	0	0	162	0	0	0	162	150	12		
<b>Fund Totals:</b>	0	0	690	0	0	0	690	639	51		

Funding Source		CRP-TMA		Program				Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	7.34%	
2026	0	0	1,388	0	0	0	1,388	1,286	102		
<b>Fund Totals:</b>	0	0	1,388	0	0	0	1,388	1,286	102		

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

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

Regionally Significant:   Inflated

Key #: 22103

Requesting Agency: City of Nampa

Project Year: 2030

Total Previous Allocations: \$2,286

Total Programmed Budget: \$8,476

Total Cost (Prev. + Prog.): \$10,762

**TIP Achievement:**

System Performance

Freight Movement

NHS-LOTTR

Safety



**Project Description**

Improve safety, freight mobility, and reduce congestion on Franklin Boulevard south of the Franklin and Interstate 84 Interchange in the City of Nampa. The project will 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 Boulevard and Interstate 84 Interchange with new local roads connecting to Industrial Road on the east and 3rd Avenue North on the west. Easterly new road may require a rail crossing. Westerly new road will require a new bridge across the Phyllis Canal. Access improvements will be implemented between Interstate 84 and the new intersection.

Funding Source		Freight		Program			State Hwy - Freight		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	839	7,491	8,330	7,719	611	
<b>Fund Totals:</b>	0	0	0	0	839	7,491	8,330	7,719	611	

Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2030	0	146	0	0	0	0	146	0	146	
<b>Fund Totals:</b>	0	146	0	0	0	0	146	0	146	

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

Regionally Significant:   Inflated

Key #: 102497

Requesting Agency: ACHD

Project Year: 2028

Total Previous Allocations: \$454

Total Programmed Budget: \$8,730

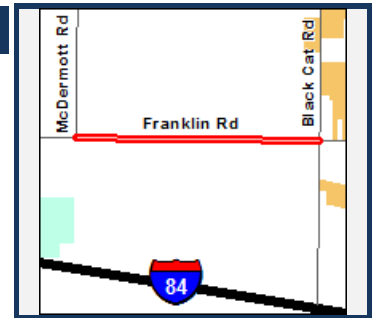
Total Cost (Prev. + Prog.): \$9,184

**TIP Achievement:**

System Performance

Active Transportation

Safety



**Project Description**

Widen Franklin Road from McDermott Road to Black Cat Road in Ada County from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source		Local (Regionally Significant)		Program			Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	196	0	0	0	0	196	0	196	
2026	0	0	1,012	0	0	0	1,012	0	1,012	
2027	0	0	1,733	0	0	0	1,733	0	1,733	
2028	0	0	0	181	110	5,498	5,789	0	5,789	
<b>Fund Totals:</b>	0	196	2,745	181	110	5,498	8,730	0	8,730	

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

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

Regionally Significant:   Inflated

Key #: 23324

Requesting Agency: City of Boise

Project Year: 2027

Total Previous Allocations: \$650

Total Programmed Budget: \$1,816

Total Cost (Prev. + Prog.): \$2,466

**TIP Achievement:**

Open Space

Active Transportation

Safety



**Project Description**

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

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	599	599	555	44
<b>Fund Totals:</b>	0	0	0	0	0	599	599	555	44

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	273	944	1,217	1,128	89
<b>Fund Totals:</b>	0	0	0	0	273	944	1,217	1,128	89

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

Regionally Significant:   Inflated

Key #: 19951

Requesting Agency: Highway District 4

Project Year: 2028

Total Previous Allocations: \$497

Total Programmed Budget: \$2,575

Total Cost (Prev. + Prog.): \$3,072

**TIP Achievement:**

System Performance

Asset Management

Safety



**Project Description**

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

Funding Source STBG-R			Program Local Hwy - Rural					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	527	2,048	2,575	2,386	189
<b>Fund Totals:</b>	0	0	0	0	527	2,048	2,575	2,386	189

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

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

Regionally Significant:   Inflated

Key #: 23188

Requesting Agency: ITD

Project Year: 2030-2031

Total Previous Allocations: \$6,650

Total Programmed Budget: \$84,096

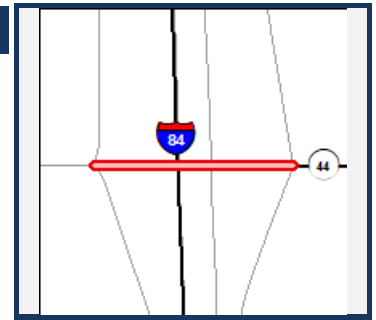
Total Cost (Prev. + Prog.): \$90,746

TIP Achievement:

Asset Management

Bridge

Safety



## Project Description

Reconstruct the aging interchange at Interstate 84 and State Highway 44 (Exit 25 to the City of Middleton). This project is a continuation of the widening of Interstate 84 between State Highway 44 and Centennial Way (Key Number 23341). Work includes improvements to the intersection of State Highway 44 and Old Highway 30, the replacement of irrigation structures, on- and off-ramps, and structures that cross State Highway 44 west of the interchange. Significant improvements include the replacement of the bridge over Interstate 84, reconstruction of irrigation structures, construction of retaining walls, installation of a storm drain conveyance system for State Highway 44 water, and a drainage infiltration/detention facility.

Funding Source		IM		Program					State Hwy - Bridge Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2030	0	0	0	0	2,597	10,174	12,771	11,834	937			
2031	0	0	0	0	0	31,134	31,134	28,849	2,285			
<b>Fund Totals:</b>	0	0	0	0	2,597	41,308	43,905	40,682	3,223			

Funding Source		IM		Program					State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2031	0	0	0	0	2,648	36,518	39,166	36,291	2,875			
<b>Fund Totals:</b>	0	0	0	0	2,648	36,518	39,166	36,291	2,875			

Funding Source		State		Program					Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2025	0	0	25	1,000	0	0	1,025	0	1,025			
<b>Fund Totals:</b>	0	0	25	1,000	0	0	1,025	0	1,025			

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

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

Regionally Significant:   Inflated

Key #: 23437

Requesting Agency: ITD

Project Year: 2023-2025

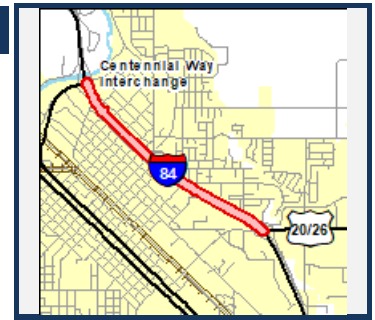
Total Previous Allocations: \$125,665

Total Programmed Budget: \$4,967

Total Cost (Prev. + Prog.): \$130,632

### Project Description

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



### TIP Achievement:

System Performance

NHS-LOTTR

Safety

Funding Source		State		Program			Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	4,967	4,967	0	4,967	
<b>Fund Totals:</b>	0	0	0	0	0	4,967	4,967	0	4,967	

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

Regionally Significant:   Inflated

Key #: 20212

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$90

Total Programmed Budget: \$4,395

Total Cost (Prev. + Prog.): \$4,485

### Project Description

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



### TIP Achievement:

System Performance

Asset Management

Pavement

Safety

Funding Source		IM		Program			State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	0	269	4,126	4,395	4,055	340	
<b>Fund Totals:</b>	0	0	0	0	269	4,126	4,395	4,055	340	



## I-84, Interchange Ramps, Ada and Canyon Counties

Regionally Significant:   Inflated

Key #: 23544

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$302

Total Programmed Budget: \$5,718

Total Cost (Prev. + Prog.): \$6,020

### Project Description

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



Funding Source		State						Program		State Hwy - Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2026	0	0	0	0	390	5,328	5,718	0	5,718				
<b>Fund Totals:</b>	0	0	0	0	390	5,328	5,718	0	5,718				

## I-84, Interchange Ramps, Sealcoat, Ada and Canyon Counties

Regionally Significant:   Inflated

Key #: ORN24511

Requesting Agency: ITD

Project Year: 2027

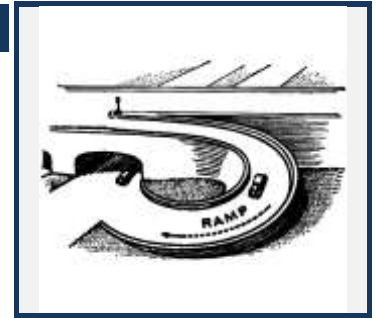
Total Previous Allocations: \$0

Total Programmed Budget: \$1,448

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

### Project Description

Sealcoat the ramps on Interstate 84 at Sand Hollow Road (Exit 13), Eagle Road (Exit 46), and Franklin Road (Exit 50) to maintain mobility by extending the life of the pavement.



Funding Source		NHPP						Program		State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2025	28	0	0	0	0	0	28	26	2				
2027	0	0	0	0	40	1,380	1,420	1,316	104				
<b>Fund Totals:</b>	28	0	0	0	40	1,380	1,448	1,342	106				

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

Regionally Significant:   Inflated

Key #: 23456

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$1,505

Total Programmed Budget: \$14,500

Total Cost (Prev. + Prog.): \$16,005

TIP Achievement:

System Performance

NHS-LOTTR

Safety



### Project Description

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

Funding Source		IM	Program					State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	1,500	13,000	14,500	0	14,500		
<b>Fund Totals:</b>	0	0	0	0	1,500	13,000	14,500	0	14,500		

## I-84, Overhead Sign Replacement, Ada and Canyon

Regionally Significant:   Inflated

Key #: ORN24578

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$520

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

TIP Achievement:

Safety



### Project Description

Replace the overhead signs on Interstate 84 between the Cities of Boise and Caldwell to increase visibility.

Funding Source		State	Program					State Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	5	0	0	0	0	515	520	0	520		
<b>Fund Totals:</b>	5	0	0	0	0	515	520	0	520		

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

### I-84, Striping – FY2025

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23804

Safety

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$754

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

Project Description

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



Funding Source		State		Program				State Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	0	754	754	0	754		
<b>Fund Totals:</b>	0	0	0	0	0	754	754	0	754		

### I-84, Striping – FY2026

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23805

Safety

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$754

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

Project Description

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



Funding Source		State		Program				State Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	0	0	0	754	754	0	754		
<b>Fund Totals:</b>	0	0	0	0	0	754	754	0	754		

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 22712

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: PD

Safety

Total Previous Allocations: \$523

Total Programmed Budget: \$1,801

Total Cost (Prev. + Prog.): \$2,324

Project Description

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



Funding Source		State		Program				State Hwy – Early Development		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
PD	0	0	0	0	205	1,596	1,801	0	1,801		
<b>Fund Totals:</b>	0	0	0	0	205	1,596	1,801	0	1,801		

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

## I-84B (Garrity Boulevard) and Stamm Lane Intersections Improvements, Nampa

Regionally Significant:   Inflated

Key #: ORN24711

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$9,958

Total Cost (Prev. + Prog.): \$9,958

### Project Description

Improve the intersections of Stamm Lane and Interstate 84B (Garrity Boulevard), Stamm Lane and Happy Valley Road, Happy Valley Road and Flamingo Avenue, and Flamingo Avenue and Garrity Boulevard (the area known as the "Winco Block") in the City of Nampa. Work includes improvements to the roadway, bicycle and pedestrian facilities by channelization changes, capacity improvements, signal coordination, and median islands.



Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	268	700	0	0	0	0	968	0	968	
2026	0	0	612	0	0	0	612	0	612	
PD	0	0	0	42	1,360	2,581	3,983	0	3,983	
<b>Fund Totals:</b>	<b>268</b>	<b>700</b>	<b>612</b>	<b>42</b>	<b>1,360</b>	<b>2,581</b>	<b>5,563</b>	<b>0</b>	<b>5,563</b>	

Funding Source		STBG-LU		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	0	0	0	4,395	4,395	4,072	323	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,395</b>	<b>4,395</b>	<b>4,072</b>	<b>323</b>	

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

Regionally Significant:   Inflated

Key #: RD207-29

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$6

Total Programmed Budget: \$7,323

Total Cost (Prev. + Prog.): \$7,329

### Project Description

Widen Lake Hazel Road from Cloverdale Road to Five Mile Road in Ada County to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway, including a pedestrian hybrid beacon (PBH) across Lake Hazel Road at Valley Heights Drive.



Funding Source		Local (Regionally Significant)		Program			Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	0	194	299	6,830	7,323	0	7,323	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>	<b>299</b>	<b>6,830</b>	<b>7,323</b>	<b>0</b>	<b>7,323</b>	

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

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

Regionally Significant:   Inflated

Key #: RD209-18

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$685

Total Programmed Budget: \$6,432

Total Cost (Prev. + Prog.): \$7,117

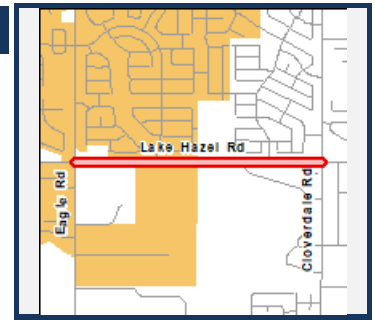
**TIP Achievement:**

Open Space

System Performance

Active Transportation

Safety



**Project Description**

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

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	10	309	6,113	6,432	0	6,432
<b>Fund Totals:</b>	0	0	0	10	309	6,113	6,432	0	6,432

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

Regionally Significant:   Inflated

Key #: 200431

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$6,165

Total Cost (Prev. + Prog.): \$6,165

**TIP Achievement:**

Open Space

Health

System Performance

Active Transportation



**Project Description**

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

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	292	10	0	0	0	302	0	302
2027	0	124	0	0	0	0	124	0	124
2028	0	0	246	0	0	0	246	0	246
PD	0	0	0	60	62	5,371	5,493	0	5,493
<b>Fund Totals:</b>	0	416	256	60	62	5,371	6,165	0	6,165

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

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

Regionally Significant:   Inflated

Key #: 200461

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,296

Total Cost (Prev. + Prog.): \$5,296

**TIP Achievement:**

Open Space

System Performance

Active Transportation



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

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	232	4	0	0	0	236	0	236
2027	0	100	0	0	0	0	100	0	100
2028	0	0	60	0	0	0	60	0	60
PD	0	0	0	0	0	4,900	4,900	0	4,900
<b>Fund Totals:</b>	0	332	64	0	0	4,900	5,296	0	5,296

## Lake Hazel Road, SH-69 (Meridian Road) to Locust Grove Road, Meridian

Regionally Significant:   Inflated

Key #: 200616

Requesting Agency: Private Developer

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$0

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

**TIP Achievement:**

System Performance

Active Transportation

Safety



Widening Lake Hazel Road from State Highway 69 (Meridian Road) to Locust Grove Road in the City of Meridian from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway. The project is developer funded through a Cooperative Agreement and costs are not available. Construction is expected to occur in FY2024 and FY2025.

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	0	0	0	0	0	0	0	0	0
<b>Fund Totals:</b>	0	0	0	0	0	0	0	0	0

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

## Linder Road Overpass, Overland Road to Franklin Road, Meridian

Regionally Significant:   Inflated

Key #: 24099

Requesting Agency: ACHD

Project Year: 2026-2027 of Meridian ITD

**TIP Achievement:**

- System Performance
- Active Transportation
- Bridge
- Safety



Total Previous Allocations: \$4,375  
 Total Programmed Budget: \$28,894  
 Total Cost (Prev. + Prog.): \$33,269

**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 - Bridge Restoration		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	0	0	0	7,623	7,623	0	7,623		
<b>Fund Totals:</b>	0	0	0	0	0	7,623	7,623	0	7,623		

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	3,000	0	0	0	3,000	0	3,000		
2026	0	0	0	102	204	6,431	6,737	0	6,737		
2027	0	0	0	156	417	10,961	11,534	0	11,534		
<b>Fund Totals:</b>	0	0	3,000	258	621	17,392	21,271	0	21,271		

## Linder Road, Pine Avenue to Ustick Road, Meridian

Regionally Significant:   Inflated

Key #: RD209-15

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$25  
 Total Programmed Budget: \$5,747  
 Total Cost (Prev. + Prog.): \$5,772

**TIP Achievement:**

- Active Transportation
- Asset Management



**Project Description**

Widen Linder Road from Pine Avenue to Ustick Road in the City of Meridian from two lanes to five lanes. Project includes pedestrian and bicycle facilities on both sides of the roadway.

Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	450	0	0	0	0	450	0	450		
2028	0	0	300	0	0	0	300	0	300		
PD	0	0	600	0	0	4,397	4,997	0	4,997		
<b>Fund Totals:</b>	0	450	900	0	0	4,397	5,747	0	5,747		

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

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

Regionally Significant:   Inflated

Key #: RD209-28

Requesting Agency: ACHD

Project Year: 2026

Total Previous Allocations: \$311

Total Programmed Budget: \$8,602

Total Cost (Prev. + Prog.): \$8,913

**TIP Achievement:**

Health

System Performance

Active Transportation

Asset Management

Safety



**Project Description**

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

Funding Source Local (Regionally Significant) Program Hwy - Non-Participating								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	900	0	0	0	900	0	900
2026	0	0	0	0	72	7,630	7,702	0	7,702
<b>Fund Totals:</b>	0	0	900	0	72	7,630	8,602	0	8,602

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

Regionally Significant:   Inflated

Key #: 102170

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$10,100

Total Cost (Prev. + Prog.): \$10,100

**TIP Achievement:**

Open Space

Health

System Performance

Active Transportation

Asset Management



**Project Description**

Widen Linder Road from Artesian Road to just south of Hatchery Road in Ada County from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and removing and replacing the bridge over the Boise River.

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	200	0	0	0	0	200	0	200
PD	0	0	800	0	0	9,100	9,900	0	9,900
<b>Fund Totals:</b>	0	200	800	0	0	9,100	10,100	0	10,100

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



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

Regionally Significant:   Inflated

Key #: 102160

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$19,900

Total Cost (Prev. + Prog.): \$19,900

**Project Description**

Widen Linder Road from Hatchery Road to State Highway 44 in Ada County from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and removing and replacing the bridge over the Boise River.



**TIP Achievement:**

System Performance

Active Transportation

Asset Management

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	200	0	0	0	0	200	0	200
PD	0	0	1,600	0	0	18,100	19,700	0	19,700
<b>Fund Totals:</b>	0	200	1,600	0	0	18,100	19,900	0	19,900

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

Regionally Significant:   Inflated

Key #: 200421

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$20,001

Total Cost (Prev. + Prog.): \$20,001

**Project Description**

Widen Linder Road from Almaden Drive to just north of Artesian Road in Ada County from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and removing and replacing three bridges (South Channel of the Boise River, Eureka Canal and the Phyllis Canal).



**TIP Achievement:**

Active Transportation

Asset Management

Bridge

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	200	0	0	0	0	200	0	200
2027	0	300	0	0	0	0	300	0	300
2028	0	0	451	0	0	0	451	0	451
PD	0	0	1,200	0	0	17,850	19,050	0	19,050
<b>Fund Totals:</b>	0	500	1,651	0	0	17,850	20,001	0	20,001

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

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

Regionally Significant:   Inflated

Key #: NEW04

Requesting Agency: City of Middleton

Project Year: 2024-2025

Total Previous Allocations: \$4,224

Total Programmed Budget: \$1,560

Total Cost (Prev. + Prog.): \$5,784

**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 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	0	156	0	0	156	1,248	1,560	0	1,560	
<b>Fund Totals:</b>	0	156	0	0	156	1,248	1,560	0	1,560	

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

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

Regionally Significant:   Inflated

Key #: 24229

Requesting Agency: City of Nampa

Project Year: PD

Total Previous Allocations: \$30

Total Programmed Budget: \$4,806

Total Cost (Prev. + Prog.): \$4,836

**TIP Achievement:**

System Performance

Active Transportation

Safety



**Project Description**

Rebuild Middleton Road, between State Highway 55 (Karcher Road) and Flamingo Avenue, in the City of Nampa. The project will address transportation capacity needs in the area as well as complete important bicycle and pedestrian infrastructure. The project was designed with local funds. The improvements include five travel lanes as well as curb, gutter and sidewalk on the east side of the roadway and curb, gutter and a 10-foot multi-use pathway on the west side of the roadway.

Funding Source		Local Participating		Program Local Hwy - Transportation Alternatives				Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	784	1,178	1,962	0	1,962
<b>Fund Totals:</b>	0	0	0	0	784	1,178	1,962	0	1,962

Funding Source		STBG-LU		Program Local Hwy - Urban				Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	784	2,060	2,844	2,635	209
<b>Fund Totals:</b>	0	0	0	0	784	2,060	2,844	2,635	209

Funding Source		AC (Local)		Program Hwy - Local Partnerships				Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	682	1,793	2,475	0	2,475
PD	0	0	0	0	-682	-1,793	-2,475	0	-2,475
<b>Fund Totals:</b>	0	0	0	0	0	0	0	0	0

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

## Midway Road, SH-55 (Karcher Road) to I-84B (Caldwell Boulevard), Canyon

Regionally Significant:   Inflated

Key #: 22016

Requesting Agency: City of Caldwell

Project Year: 2027 City of Nampa  
Highway District 4

**TIP Achievement:**

Active Transportation

Asset Management

Safety



Total Previous Allocations: \$436  
Total Programmed Budget: \$3,197  
Total Cost (Prev. + Prog.): \$3,633

**Project Description**

Rehabilitate pavement and construct shared-use shoulders on Midway Road between State Highway 55 (Karcher Road) in the City of Nampa and Interstate 84B (Caldwell Boulevard) in the City of Caldwell.

Funding Source		STBG-LU		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	0	0	0	475	2,722	3,197	2,962	235	
<b>Fund Totals:</b>	0	0	0	0	475	2,722	3,197	2,962	235	

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

Regionally Significant:   Inflated

Key #: 23731

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$75

Total Programmed Budget: \$5,546

Total Cost (Prev. + Prog.): \$5,621

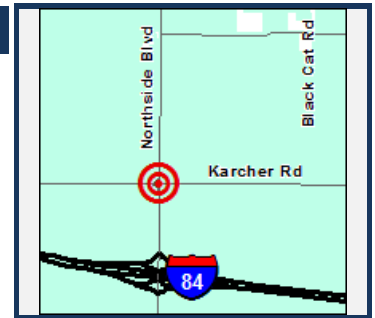
**TIP Achievement:**

System Performance

Freight Movement

NHS-LOTTR

Safety



Install a multi-lane roundabout at the intersection of Northside Boulevard and Karcher Road in the City of Nampa. Work includes sidewalks and Rectangular Rapid Flashing Beacons (RRFB) crossings.

Funding Source		Freight		Program			State Hwy - Freight		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	1,030	0	0	0	1,030	954	76	
2026	0	0	0	0	0	4,516	4,516	4,185	331	
<b>Fund Totals:</b>	0	0	1,030	0	0	4,516	5,546	5,139	407	

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

## Old Highway 30, Plymouth Street Bridge, Caldwell

Regionally Significant:   Inflated

Key #: 13494

Requesting Agency: City of Caldwell  
Project Year: 2027 Highway District 4

Total Previous Allocations: \$3,265  
Total Programmed Budget: \$7,994  
Total Cost (Prev. + Prog.): \$11,259

### TIP Achievement:

Open Space  
System Performance  
Active Transportation  
Safety



### 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.

Funding Source		Bridge (Local)		Program			Local Hwy - Bridge		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	0	152	0	0	0	152	141	11	
2027	0	0	0	0	898	4,460	5,358	4,965	393	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>898</b>	<b>4,460</b>	<b>5,510</b>	<b>5,106</b>	<b>404</b>	

Funding Source		STBG-LU		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	250	0	0	0	0	250	232	18	
2026	0	0	174	0	0	0	174	161	13	
2027	0	0	0	0	372	1,688	2,060	1,909	151	
<b>Fund Totals:</b>	<b>0</b>	<b>250</b>	<b>174</b>	<b>0</b>	<b>372</b>	<b>1,688</b>	<b>2,484</b>	<b>2,302</b>	<b>182</b>	

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

Regionally Significant:   Inflated

Key #: RD207-01

Requesting Agency: ACHD  
Project Year: PD

Total Previous Allocations: \$0  
Total Programmed Budget: \$18,748  
Total Cost (Prev. + Prog.): \$18,748

### TIP Achievement:

System Performance  
Active Transportation  
NHS-LOTTR  
Safety



### Project Description

Realign and widen Orchard Street from Gowen Road to Victory Road in the City of Boise to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source		Local (Regionally Significant)		Program			Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	0	491	0	0	18,257	18,748	0	18,748	
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>491</b>	<b>0</b>	<b>0</b>	<b>18,257</b>	<b>18,748</b>	<b>0</b>	<b>18,748</b>	

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

## Orchard Street, Emerald Street to Fairview Avenue, Boise

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 24219

Active Transportation

Requesting Agency: ACHD

Safety

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$8,305

Total Cost (Prev. + Prog.): \$8,305

### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Orchard Street, Emerald Street to Fairview Avenue in the Boise Urban Area. 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	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2027	21	803	0	0	0	0	824	764	60			
2029	0	0	379	0	0	0	379	351	28			
2030	0	0	0	0	695	6,407	7,102	6,581	521			
<b>Fund Totals:</b>	<b>21</b>	<b>803</b>	<b>379</b>	<b>0</b>	<b>695</b>	<b>6,407</b>	<b>8,305</b>	<b>7,695</b>	<b>610</b>			

## Overland Road, Orchard Street to Vista Avenue, Boise

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 21896

Active Transportation

Requesting Agency: ACHD

Asset Management

Project Year: 2026

Total Previous Allocations: \$1,555

Total Programmed Budget: \$9,874

Total Cost (Prev. + Prog.): \$11,429

### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways on Overland Road from Orchard Street to Vista Avenue in the City of Boise. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. (Discovery Way, US 20/26 (Chinden Boulevard) to Bridger Street was designed under this key number. Construction was moved to KN 21896.)



Funding Source			STBG-TMA				Program		Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2025	0	0	350	0	0	0	350	324	26			
2026	0	0	0	0	912	8,612	9,524	8,825	699			
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>912</b>	<b>8,612</b>	<b>9,874</b>	<b>9,149</b>	<b>725</b>			

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

## Pathway, Canyon Street Phase 1, Nampa

Regionally Significant:   Inflated

Key #: 23915

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$55

Total Programmed Budget: \$481

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.



Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	60	421	481	446	35
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>421</b>	<b>481</b>	<b>446</b>	<b>35</b>

## Pathway, Canyon Street Phase 2, Nampa

Regionally Significant:   Inflated

Key #: 23917

Requesting Agency: City of Nampa

Project Year: 2027

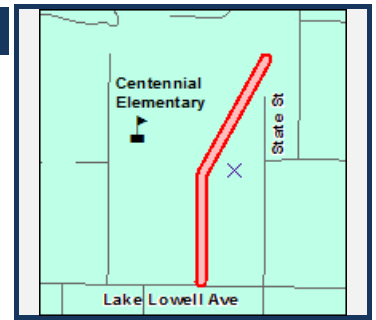
Total Previous Allocations: \$0

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 pathway 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.



Funding Source TAP-Urban			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	15	30	0	0	0	0	45	42	3
2026	0	0	0	0	50	250	300	278	22
<b>Fund Totals:</b>	<b>15</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>250</b>	<b>345</b>	<b>320</b>	<b>25</b>

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

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

Regionally Significant:   Inflated

Key #: 23307

Requesting Agency: City of Boise

Project Year: 2027

Total Previous Allocations: \$674

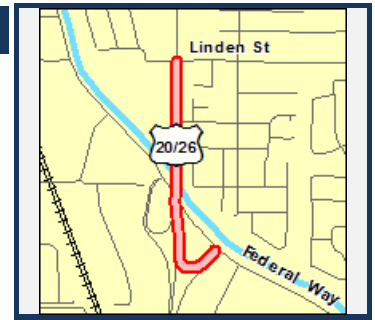
Total Programmed Budget: \$1,285

Total Cost (Prev. + Prog.): \$1,959

**TIP Achievement:**

Active Transportation

Safety



**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.

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
2027	0	0	0	48	179	334	561	520	41
<b>Fund Totals:</b>	0	0	0	48	179	334	561	520	41

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	105	0	0	0	105	97	8
2027	0	0	0	0	0	43	43	40	3
<b>Fund Totals:</b>	0	0	105	0	0	43	148	137	11

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	576	576	534	42
<b>Fund Totals:</b>	0	0	0	0	0	576	576	534	42

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



# Pathway, Greenbelt Completion, Boise State

Regionally Significant:   Inflated

Key #: 22385

Requesting Agency: Boise State University

Project Year: 2026

Total Previous Allocations: \$158

Total Programmed Budget: \$1,002

Total Cost (Prev. + Prog.): \$1,160

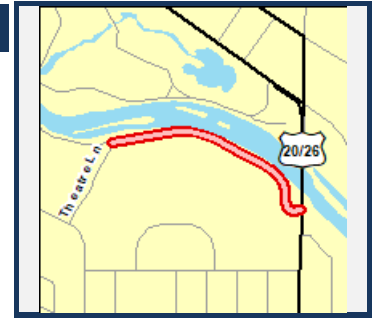
**TIP Achievement:**

Open Space

Health

Active Transportation

Safety



**Project Description**

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

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	99	724	823	763	60
<b>Fund Totals:</b>	0	0	0	0	99	724	823	763	60

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	63	0	63	58	5
<b>Fund Totals:</b>	0	0	0	0	63	0	63	58	5

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	116	116	107	9
<b>Fund Totals:</b>	0	0	0	0	0	116	116	107	9

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

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

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 24222

Active Transportation

Requesting Agency: City of Garden City

Safety

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$2,480

Total Cost (Prev. + Prog.): \$2,480

### Project Description

Design and construct a pathway and bicycle/pedestrian bridge to remove a 1/2 mile Greenbelt detour between 52nd Street and Remington Streets in the City of Garden City. The pathway will connect the Greenbelt with existing pathways on Plantation Island approximately 230 feet upriver from the intersection of the Greenbelt and 52nd Street.



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	69	233	0	0	0	0	302	280	22
PD	0	0	12	0	420	1,563	1,995	1,849	146
<b>Fund Totals:</b>	<b>69</b>	<b>233</b>	<b>12</b>	<b>0</b>	<b>420</b>	<b>1,563</b>	<b>2,297</b>	<b>2,128</b>	<b>169</b>

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	0	0	0	0	183	183	170	13
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>183</b>	<b>183</b>	<b>170</b>	<b>13</b>

## Pathway, I-84B (Garrity Boulevard), Stamm Lane to 39th Street, Nampa

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: ORN24682

Health

Requesting Agency: City of Nampa

Active Transportation

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$536

Total Cost (Prev. + Prog.): \$536

### Project Description

Improvements to the southeast side of the sidepath along Interstate 84B (Garrity Boulevard) from Stamm Lane to 39th Street in the City of Nampa. Work includes reconstructing the sidepath to include a smaller landscape buffer adjacent to the curb and gutter, with a detached 8-10-foot shared-use sidepath for pedestrians and bicyclists, and curb ramps to comply with the Americans with Disabilities Act. The project will improve visibility and awareness of access locations using landscaping and lighting.



Funding Source TAP-Urban			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	16	100	0	0	0	0	116	107	9
2028	0	0	0	0	60	360	420	389	31
<b>Fund Totals:</b>	<b>16</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>360</b>	<b>536</b>	<b>497</b>	<b>39</b>

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

# Pathway, Matthew Peltzer Trailhead at Wilson Park, Nampa

Regionally Significant:   Inflated

Key #: 24236

Requesting Agency: City of Nampa

Project Year: 2025

Total Previous Allocations: \$118

Total Programmed Budget: \$724

Total Cost (Prev. + Prog.): \$842

**TIP Achievement:**

Open Space

Active Transportation

Safety



**Project Description**

Construct an accessible trailhead parking facility located along Lake Lowell Avenue and the Wilson Pathway, just east of Midland Boulevard and beside the Wilson Drain in the City of Nampa. The parking facilities will be connected to the pathway for improved bicycle and pedestrian accessibility with sidewalk and Americans with Disabilities (ADA) ramps. The project includes accessible parking spaces, public restrooms, and a bicycle repair station.

Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	99	99	0	99	
<b>Fund Totals:</b>	0	0	0	0	0	99	99	0	99	

Funding Source		CRP-LU		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	118	507	625	579	46	
<b>Fund Totals:</b>	0	0	0	0	118	507	625	579	46	

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

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

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 24337

Active Transportation

Requesting Agency: City of Nampa

Project Year: 2027

Total Previous Allocations: \$294

Total Programmed Budget: \$1,154

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

### 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.



Funding Source		Local Participating		Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	635	635	0	635
<b>Fund Totals:</b>	0	0	0	0	0	635	635	0	635

Funding Source		CRP-LU		Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	52	0	0	0	52	48	4
2027	0	0	0	0	141	326	467	433	34
<b>Fund Totals:</b>	0	0	52	0	141	326	519	481	38

## Pathway, Rail with Trail, Meridian

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 13918

Open Space

Requesting Agency: City of Meridian

Active Transportation

Project Year: 2025

Total Previous Allocations: \$195

Total Programmed Budget: \$1,051

Total Cost (Prev. + Prog.): \$1,246

### Project Description

Construct a multi-use pathway in the City of Meridian parallel to the railroad tracks for approximately ½ mile west towards Linder Road from Meridian Road.



Funding Source		TAP-TMA		Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	47	504	551	511	40
<b>Fund Totals:</b>	0	0	0	0	47	504	551	511	40

Funding Source		CRP-TMA		Program				Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	500	500	463	37
<b>Fund Totals:</b>	0	0	0	0	0	500	500	463	37

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

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

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 20542

Active Transportation

Requesting Agency: City of Meridian

Safety

Project Year: PD

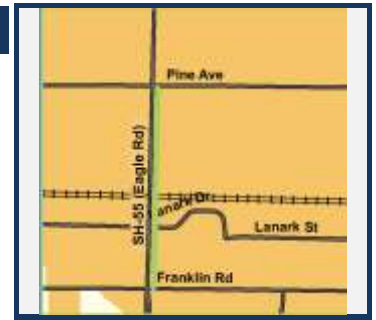
Total Previous Allocations: \$0

Total Programmed Budget: \$722

Total Cost (Prev. + Prog.): \$722

### Project Description

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	14	80	0	0	0	0	94	87	7
2028	0	0	102	0	0	0	102	95	7
PD	0	0	0	0	44	482	526	487	39
<b>Fund Totals:</b>	<b>14</b>	<b>80</b>	<b>102</b>	<b>0</b>	<b>44</b>	<b>482</b>	<b>722</b>	<b>669</b>	<b>53</b>

## Pathway, Spoils Bank Canal, Boise

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: ORN24653

Open Space

Requesting Agency: City of Boise

Health

Project Year: 2028

Active Transportation

Total Previous Allocations: \$0

Total Programmed Budget: \$3,923

Total Cost (Prev. + Prog.): \$3,923

### Project Description

Construct a 12-foot multi-use concrete pathway along the Spoils Bank Canal from Horseshoe Bend Road to Castle Drive in the City of Boise.



Funding Source TAP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	778	778	721	57
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>778</b>	<b>778</b>	<b>721</b>	<b>57</b>

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	0	0	0	0	1,090	1,090	1,010	80
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,090</b>	<b>1,090</b>	<b>1,010</b>	<b>80</b>

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	120	402	0	0	0	0	522	484	38
2028	0	0	0	0	555	978	1,533	1,420	113
<b>Fund Totals:</b>	<b>120</b>	<b>402</b>	<b>0</b>	<b>0</b>	<b>555</b>	<b>978</b>	<b>2,055</b>	<b>1,904</b>	<b>151</b>

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

## Pathway, West Glenwood, Glenwood Bridge to Riverside, Garden City

Regionally Significant:   Inflated

TIP Achievement:

Key #: ORN24702

Active Transportation

Requesting Agency: City of Garden City

Safety

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,309

Total Cost (Prev. + Prog.): \$1,309

### Project Description

Construct a pathway on the west side of North Glenwood Street from the bridge north to Riverside Drive in the City of Garden City.



Funding Source TAP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	167	855	1,022	947	75
<b>Fund Totals:</b>	0	0	0	0	167	855	1,022	947	75

Funding Source STBG-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	0	131	131	121	10
<b>Fund Totals:</b>	0	0	0	0	0	131	131	121	10

Funding Source CRP-TMA			Program Local Hwy - Transportation Management					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	19	137	0	0	0	0	156	145	11
<b>Fund Totals:</b>	19	137	0	0	0	0	156	145	11

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

## Pedestrian Crossing Safety Access, ACHD

Regionally Significant:   Inflated

Key #: 24228

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$395

Total Programmed Budget: \$3,212

Total Cost (Prev. + Prog.): \$3,607

### Project Description

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



Funding Source		AC (Local)		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	0	0	0	928	928	0	928		
2027	0	0	0	0	0	-910	-910	0	-910		
<b>Fund Totals:</b>	0	0	0	0	0	18	18	0	18		

Funding Source		CRP-TMA		Program				Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	162	0	280	1,805	2,247	2,082	165		
2027	0	0	0	0	0	947	947	877	70		
<b>Fund Totals:</b>	0	0	162	0	280	2,752	3,194	2,960	234		

## Pedestrian Improvements and Widening, Montana Avenue, Caldwell

Regionally Significant:   Inflated

Key #: 22018

Requesting Agency: City of Caldwell

Project Year: 2027

Total Previous Allocations: \$314

Total Programmed Budget: \$631

Total Cost (Prev. + Prog.): \$945

### Project Description

Construct sidewalk from Syringa Middle School to Spruce Street on the west side of Montana Avenue in the City of Caldwell. Project includes pedestrian crossings and Rectangular Rapid Flashing Beacons (RRFBs) at the Alder Street and the Spruce Street intersections across Montana Avenue.



Funding Source		STBG-LU		Program				Local Hwy - Urban		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	0	96	535	631	585	46		
<b>Fund Totals:</b>	0	0	0	0	96	535	631	585	46		

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

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

Regionally Significant:   Inflated

Key #: 20549

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$186

Total Programmed Budget: \$293

Total Cost (Prev. + Prog.): \$479

### Project Description

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



Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	52	241	293	271	22
<b>Fund Totals:</b>	0	0	0	0	52	241	293	271	22

## Pedestrian Improvements, West Park, Nampa

Regionally Significant:   Inflated

Key #: 24230

Requesting Agency: City of Nampa

Project Year: 2026

Total Previous Allocations: \$83

Total Programmed Budget: \$283

Total Cost (Prev. + Prog.): \$366

### Project Description

Provide Americans with Disability Act (ADA) accessibility to West Park, which currently does not have any alternative means to access the facilities aside from the access roadway, and is a critical safety issue. This project intends to provide accessibility to the park from the roadway as well as add looped connectivity to the Parks existing pathway, and will also provide access to the bathroom facility.



Funding Source CRP-LU			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	283	283	262	21
<b>Fund Totals:</b>	0	0	0	0	0	283	283	262	21



## Planning and Mobility Implementation, Boise Area, VRT

Regionally Significant:   Inflated **TIP Achievement:**

Key #: 18854

Support

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$7,925

Total Cost (Prev. + Prog.): \$7,925

### Project Description

Provide program support administration, short-range transit planning, and the implementation of mobility management programs for Valley Regional Transit in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current project year projects and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
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	
2029	0	0	0	0	0	1,585	1,585	1,268	317	
<b>Fund Totals:</b>	0	0	0	0	0	<b>7,925</b>	<b>7,925</b>	<b>6,340</b>	<b>1,585</b>	

## Planning and Mobility Implementation, Nampa Area, VRT

Regionally Significant:   Inflated **TIP Achievement:**

Key #: 18842

Support

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects 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	
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	
2029	0	0	0	0	0	609	609	487	122	
<b>Fund Totals:</b>	0	0	0	0	0	<b>3,045</b>	<b>3,045</b>	<b>2,436</b>	<b>609</b>	

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

## Planning, Communities in Motion Update, COMPASS

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 24223** Support

Requesting Agency: COMPASS  
 Project Year: 2028-2029  
 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 plan for expected horizon year 2060. The project funds only direct costs, such as consultant support, public involvement, graphics and editing, and printing requirements for an update to Communities in Motion.

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	551	0	0	0	0	551	511	40			
2029	0	99	0	0	0	0	99	92	7			
<b>Fund Totals:</b>	<b>0</b>	<b>650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650</b>	<b>602</b>	<b>48</b>			

## Planning, COMPASS – FY2025-FY2030

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 22800** Support

Requesting Agency: COMPASS  
 Project Year: 2025-2030  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$2,085  
 Total Cost (Prev. + Prog.): \$2,085



### Project Description

Assist COMPASS in meeting federal transportation planning responsibilities in the Boise Urban Area. Funds are for program years FY2025 through FY2030.

Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2025	0	232	0	0	0	0	232	215	17			
2026	0	232	0	0	0	0	232	215	17			
2027	0	232	0	0	0	0	232	215	17			
2028	0	232	0	0	0	0	232	215	17			
2029	0	232	0	0	0	0	232	215	17			
2030	0	232	0	0	0	0	232	215	17			
<b>Fund Totals:</b>	<b>0</b>	<b>1,392</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,392</b>	<b>1,290</b>	<b>102</b>			

Funding Source		STBG-LU		Program				Local Hwy - Urban		Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share			
2025	0	198	0	0	0	0	198	183	15			
2026	0	99	0	0	0	0	99	92	7			
2027	0	99	0	0	0	0	99	92	7			
2028	0	99	0	0	0	0	99	92	7			
2029	0	99	0	0	0	0	99	92	7			
2030	0	99	0	0	0	0	99	92	7			
<b>Fund Totals:</b>	<b>0</b>	<b>693</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>693</b>	<b>642</b>	<b>51</b>			

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

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

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

Requesting Agency: COMPASS  
 Project Year: 2025  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$1,487  
 Total Cost (Prev. + Prog.): \$1,487



### Project Description

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

Funding Source		Metropolitan Planning		Program			Hwy Safety - Local	Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	34	0	0	0	0	34	34	0	
<b>Fund Totals:</b>	0	34	0	0	0	0	34	34	0	

Funding Source		Metropolitan Planning		Program			Hwy - Metropolitan Planning	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	1,453	0	0	0	0	1,453	1,346	107	
<b>Fund Totals:</b>	0	1,453	0	0	0	0	1,453	1,346	107	

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

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

Requesting Agency: COMPASS  
 Project Year: 2026  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$1,517  
 Total Cost (Prev. + Prog.): \$1,517



### Project Description

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

Funding Source		Metropolitan Planning		Program			Hwy - Metropolitan Planning	Local Match		7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	1,482	0	0	0	0	1,482	1,373	109	
<b>Fund Totals:</b>	0	1,482	0	0	0	0	1,482	1,373	109	

Funding Source		Metropolitan Planning		Program			Hwy Safety - Local	Local Match		0.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2026	0	35	0	0	0	0	35	35	0	
<b>Fund Totals:</b>	0	35	0	0	0	0	35	35	0	

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

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23772

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,517

Total Cost (Prev. + Prog.): \$1,517

### Project Description

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



Funding Source		Metropolitan Planning		Program			Hwy Safety - Local		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	35	0	0	0	0	35	35	0	
<b>Fund Totals:</b>	0	35	0	0	0	0	35	35	0	

Funding Source		Metropolitan Planning		Program			Hwy - Metropolitan Planning		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	1,482	0	0	0	0	1,482	1,373	109	
<b>Fund Totals:</b>	0	1,482	0	0	0	0	1,482	1,373	109	

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23773

Support

Requesting Agency: COMPASS

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,517

Total Cost (Prev. + Prog.): \$1,517

### Project Description

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



Funding Source		Metropolitan Planning		Program			Hwy Safety - Local		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2028	0	35	0	0	0	0	35	35	0	
<b>Fund Totals:</b>	0	35	0	0	0	0	35	35	0	

Funding Source		Metropolitan Planning		Program			Hwy - Metropolitan Planning		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2028	0	1,482	0	0	0	0	1,482	1,373	109	
<b>Fund Totals:</b>	0	1,482	0	0	0	0	1,482	1,373	109	

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

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

Regionally Significant:   Inflated TIP Achievement:

Key #: 23774

Support

Requesting Agency: COMPASS

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,517

Total Cost (Prev. + Prog.): \$1,517

### Project Description

Metropolitan Planning Organization (MPO) planning funds from the Federal Highway Administration (FHWA).



Funding Source		Metropolitan Planning		Program			Hwy - Metropolitan Planning		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2029	0	1,482	0	0	0	0	1,482	1,373	109	
<b>Fund Totals:</b>	0	1,482	0	0	0	0	1,482	1,373	109	

Funding Source		Metropolitan Planning		Program			Hwy Safety - Local		Local Match 0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2029	0	35	0	0	0	0	35	35	0	
<b>Fund Totals:</b>	0	35	0	0	0	0	35	35	0	

## Planning, FTA Metropolitan Planning Funds, COMPASS – FY2025-FY2028

Regionally Significant:   Inflated TIP Achievement:

Key #: 19144

Support

Requesting Agency: COMPASS

Project Year: 2025-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,832

Total Cost (Prev. + Prog.): \$1,832

### Project Description

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



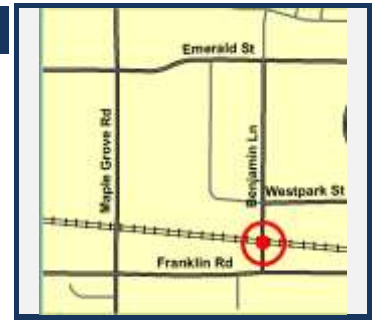
Funding Source		FTA 5303		Program			Transit Operations		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	458	0	0	0	0	458	424	34	
2026	0	458	0	0	0	0	458	424	34	
2027	0	458	0	0	0	0	458	424	34	
2028	0	458	0	0	0	0	458	424	34	
<b>Fund Totals:</b>	0	1,832	0	0	0	0	1,832	1,698	134	

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

## Railroad Crossing, Benjamin Lane, Boise

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 20537** Safety

Requesting Agency: ACHD  
 Project Year: 2026  
 Total Previous Allocations: \$20  
 Total Programmed Budget: \$350  
 Total Cost (Prev. + Prog.): \$370



### Project Description

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

Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match 10.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	0	0	0	350	350	315	35		
<b>Fund Totals:</b>	0	0	0	0	0	350	350	315	35		

## Railroad Crossing, Cherry Lane, Nampa

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

Requesting Agency: City of Nampa  
 Project Year: 2030  
 Total Previous Allocations: \$30  
 Total Programmed Budget: \$850  
 Total Cost (Prev. + Prog.): \$880



### Project Description

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

Funding Source		Fed RRX		Program				Hwy Safety - Railroad Crossings		Local Match 10.00%	
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	850	850	765	85		
<b>Fund Totals:</b>	0	0	0	0	0	850	850	765	85		

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

## Railroad Crossing, Lemp Lane, Canyon County

Regionally Significant:   Inflated TIP Achievement:

Key #: 20358

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$330

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

### Project Description

Install signals and gates at the Union Pacific railroad crossing at Lemp Lane in Canyon County between the Cities of Parma and Notus.



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2029	30	0	0	0	0	0	30	30	0		
2030	0	0	0	0	0	300	300	300	0		
<b>Fund Totals:</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>330</b>	<b>330</b>	<b>0</b>		

## Railroad Crossing, Look Lane, near Caldwell

Regionally Significant:   Inflated TIP Achievement:

Key #: 20355

Safety

Requesting Agency: Notus-Parma Highway District

Project Year: 2026

Total Previous Allocations: \$304

Total Programmed Budget: \$525

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

### 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.



Funding Source		Fed RRX		Program				Hwy Safety - Federal Rail		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	0	0	0	525	525	525	0		
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>525</b>	<b>525</b>	<b>525</b>	<b>0</b>		

## Railroad Crossing, North Black Cat Road, Meridian

Regionally Significant:   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	
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		
<b>Fund Totals:</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600</b>	<b>660</b>	<b>660</b>	<b>0</b>		

## Railroad Crossing, South Cole Road, Ada County

Regionally Significant:   Inflated TIP Achievement:

Key #: 23971

Safety

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$100

Total Programmed Budget: \$695

Total Cost (Prev. + Prog.): \$795

### Project Description

Install safety features and improve the southerly roadway approach on a railroad crossing on South Cole Road in Ada County.



Funding Source		Fed RRX		Program				Hwy Safety - Railroad Crossings		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	670	0	25	695	695	0		
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>670</b>	<b>0</b>	<b>25</b>	<b>695</b>	<b>695</b>	<b>0</b>		



## Roadway and ADA Improvements, Boise Area – FY2024

Regionally Significant:   Inflated

Key #: 20674

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$1,262

Total Programmed Budget: \$9,683

Total Cost (Prev. + Prog.): \$10,945

**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 Americana Boulevard, Ann Morrison Park Entrance to Shoreline Drive; Shoreline Drive, Americana Boulevard to Fairview Avenue; Eisenman Road, Freight Street to Interstate 84 exit; 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. (Segments on Lake Forest Drive and Grand Forest Drive were designed under this key number. Construction was moved to KN 23323.)

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	150	0	912	8,621	9,683	8,972	711
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>912</b>	<b>8,621</b>	<b>9,683</b>	<b>8,972</b>	<b>711</b>

## Roadway and ADA Improvements, Boise Area – FY2031

Regionally Significant:   Inflated

Key #: ORN24640

Requesting Agency: ACHD

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$8,472

Total Cost (Prev. + Prog.): \$8,472

**TIP Achievement:**

Active Transportation

Asset Management

Safety



**Project Description**

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadways in the Boise Urban Area. Work includes improvements to adjoining sidewalks to meet Americans with Disabilities Act (ADA) requirements. Segments will be determined at project concept.

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	21	821	0	0	0	0	842	780	62
2030	0	0	386	0	0	0	386	358	28
2031	0	0	0	0	709	6,535	7,244	6,712	532
<b>Fund Totals:</b>	<b>21</b>	<b>821</b>	<b>386</b>	<b>0</b>	<b>709</b>	<b>6,535</b>	<b>8,472</b>	<b>7,850</b>	<b>622</b>

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

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

Regionally Significant:   Inflated

Key #: 23958

Requesting Agency: ITD

Project Year: 2025-2027

Total Previous Allocations: \$0

Total Programmed Budget: \$30,100

Total Cost (Prev. + Prog.): \$30,100

### Project Description

Construct a new full interchange at State Highway 16 and State Highway 44 in the City of Star.

### TIP Achievement:

System Performance

NHS-LOTTR

Safety



Funding Source		State		Program				Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	2,642	0	2,642	0	2,642		
2026	0	0	0	0	612	10,200	10,812	0	10,812		
2027	0	0	0	0	0	16,646	16,646	0	16,646		
<b>Fund Totals:</b>	0	0	0	0	3,254	26,846	30,100	0	30,100		

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

Regionally Significant:   Inflated

Key #: 23409

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$69,947

Total Programmed Budget: \$11,000

Total Cost (Prev. + Prog.): \$80,947

### Project Description

Construct new segment of State Highway 16 from Franklin Road to Ustick Road in 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 new structures 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).

### TIP Achievement:

System Performance

NHS-LOTTR

Safety



Funding Source		TECM		Program				State Expansion and Congestion Mitigati		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	1,000	10,000	11,000	10,193	807		
<b>Fund Totals:</b>	0	0	0	0	1,000	10,000	11,000	10,193	807		

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

Regionally Significant:   Inflated

Key #: 23956

Requesting Agency: ITD

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$87,430

Total Cost (Prev. + Prog.): \$87,430

### TIP Achievement:

System Performance

NHS-LOTTR

Safety



### Project Description

Construct improvements on State Highway 16 from Interstate 84 to Franklin Road, including free flowing ramps at Interstate 84, and a new bridge over Franklin Road in the City of Nampa. These improvements complete the system interchange with Interstate 84 and the Franklin Road interchange.

Funding Source		State		Program State Hwy - Early Development					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	5,100	40,000	45,100	0	45,100	
2026	0	0	0	0	1,530	40,800	42,330	0	42,330	
<b>Fund Totals:</b>	0	0	0	0	6,630	80,800	87,430	0	87,430	

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

Regionally Significant:   Inflated

Key #: 23410

Requesting Agency: ITD

Project Year: 2023-2025

Total Previous Allocations: \$51,121

Total Programmed Budget: \$1,379

Total Cost (Prev. + Prog.): \$52,500

### TIP Achievement:

System Performance

NHS-LOTTR

Safety



### Project Description

Construct new segment of State Highway 16 from Interstate 84 to Franklin Road in the City of Nampa. Improvements include a new interchange across Interstate 84 with on- and off-ramps from Interstate 84 to Franklin Road and on to State Highway 16. Design and right-of-way budgeted in separate, previous project (KN 20788).

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	
2025	0	0	0	0	0	1,379	1,379	0	1,379	
<b>Fund Totals:</b>	0	0	0	0	0	1,379	1,379	0	1,379	

## SH-16, SH-44 to Junction SH-52, Ada and Gem Counties

Regionally Significant:   Inflated

Key #: 23175

Requesting Agency: ITD

Project Year: 2028

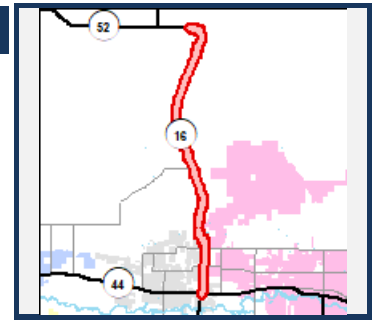
Total Previous Allocations: \$3,000

Total Programmed Budget: \$35,678

Total Cost (Prev. + Prog.): \$38,678

### 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.



Funding Source		State		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	2,250	0	0	0	0	0	2,250	2,085	165		
2028	0	0	0	0	0	33,428	33,428	30,974	2,454		
<b>Fund Totals:</b>	<b>2,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,428</b>	<b>35,678</b>	<b>33,059</b>	<b>2,619</b>		

## SH-16, Ustick Road Interchange, Meridian

Regionally Significant:   Inflated

Key #: 23957

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$0

Total Programmed Budget: \$11,200

Total Cost (Prev. + Prog.): \$11,200

### Project Description

Construct a bridge and retaining walls at State Highway 16 and Ustick Road in the City of Meridian. The improvements will complete the Ustick Road interchange.



Funding Source		State		Program				State Hwy - Early Development		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	1,200	10,000	11,200	0	11,200		
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,200</b>	<b>10,000</b>	<b>11,200</b>	<b>0</b>	<b>11,200</b>		

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

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

Regionally Significant:   Inflated

Key #: 23408

Requesting Agency: ITD

Project Year: 2025-2026

Total Previous Allocations: \$92,551

Total Programmed Budget: \$31,400

Total Cost (Prev. + Prog.): \$123,951

### Project Description

Construct new segment of State Highway 16 from Ustick Road to US 20/26 in the City of Meridian and Ada County. The roadway will include two lanes in each direction with at-grade intersections at Ustick Road and US 20/26, utilizing the on and off ramps for the future interchanges. Work also includes an overpass at McMillan Road and Five Mile Creek, several local frontage roads to connect to the roadway system, and irrigation structures. Design and right-of-way budgeted in separate, previous project (KN 20788).



### TIP Achievement:

System Performance

NHS-LOTTR

Safety

Funding Source		State		Program				Leading Idaho		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	100.00%	
2025	0	0	0	0	1,200	20,000	21,200	0	21,200		
2026	0	0	0	0	0	10,200	10,200	0	10,200		
<b>Fund Totals:</b>	0	0	0	0	1,200	30,200	31,400	0	31,400		

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

Regionally Significant:   Inflated

Key #: 23546

Requesting Agency: ITD

Project Year: 2028

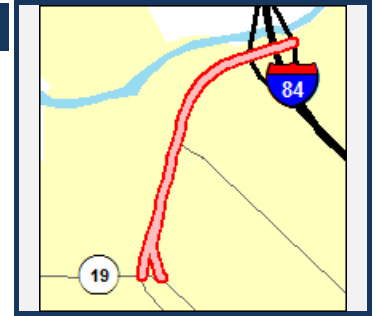
Total Previous Allocations: \$172

Total Programmed Budget: \$1,872

Total Cost (Prev. + Prog.): \$2,044

### Project Description

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



### TIP Achievement:

Asset Management

Safety

Funding Source		STBG-State		Program				State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	7.34%	
2028	0	0	0	0	191	1,681	1,872	1,735	137		
<b>Fund Totals:</b>	0	0	0	0	191	1,681	1,872	1,735	137		

## SH-21, Junction I-84 to Lucky Peak Bridge, Ada County

Regionally Significant:   Inflated

TIP Achievement:

Key #: ORN24584

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2031

Total Previous Allocations: \$0

Total Programmed Budget: \$5,917

Total Cost (Prev. + Prog.): \$5,917

### Project Description

Improvement pavement using a mill and inlay treatment on State Highway 21 from the junction of Interstate 84 in the City of Boise to the Lucky Peak Bridge in Ada County to restore and rehabilitate the roadway pavement.



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	434	0	0	0	0	0	434	402	32		
2031	0	0	0	0	261	5,222	5,483	5,081	402		
<b>Fund Totals:</b>	<b>434</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>261</b>	<b>5,222</b>	<b>5,917</b>	<b>5,483</b>	<b>434</b>		

## SH-21, Mores Creek Bridge Repair, Ada County

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23879

Asset Management

Requesting Agency: ITD

Project Year: 2027

Total Previous Allocations: \$800

Total Programmed Budget: \$7,783

Total Cost (Prev. + Prog.): \$8,583

### 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 Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	214	0	0	0	0	214	198	16		
2027	0	0	0	0	806	6,763	7,569	7,013	556		
<b>Fund Totals:</b>	<b>0</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>806</b>	<b>6,763</b>	<b>7,783</b>	<b>7,212</b>	<b>571</b>		

## SH-21, Sealcoat, Ada and Boise Counties

Regionally Significant:   Inflated

Key #: 20612

Requesting Agency: ITD

Project Year: 2027

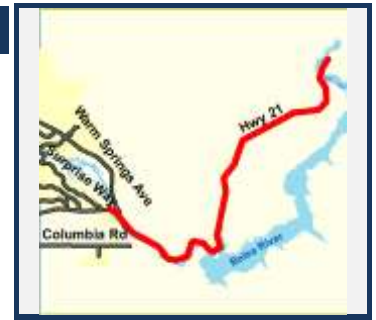
Total Previous Allocations: \$50

Total Programmed Budget: \$5,690

Total Cost (Prev. + Prog.): \$5,740

### Project Description

Add sealcoat treatment on State Highway 21 from the Boise River in the City of Boise to the Banks Lowman Highway in Boise County (15% Ada County and 85% Boise County).



Funding Source		STBG-State		Program				State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	0	152	5,538	5,690	5,272	418		
<b>Fund Totals:</b>	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

Key #: 20574

Requesting Agency: ITD

Project Year: 2029

Total Previous Allocations: \$1,781

Total Programmed Budget: \$32,086

Total Cost (Prev. + Prog.): \$33,867

### Project Description

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



Funding Source		NHPP		Program				State Hwy - Safety & Capacity (Capacity)		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	143	388	0	0	0	0	531	492	39		
2027	0	0	4,579	0	0	0	4,579	4,243	336		
2029	0	0	0	0	3,213	23,763	26,976	24,996	1,980		
<b>Fund Totals:</b>	143	388	4,579	0	3,213	23,763	32,086	29,731	2,355		

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

### SH-44 (State Street), US 20/26 (Chinden Boulevard) to State Street, Garden City

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: ORN24568

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$626

Total Cost (Prev. + Prog.): \$626

**Project Description**

Improve the pavement condition using a chip seal treatment on State Highway 44 (Glenwood Street) from US 20/26 (Chinden Boulevard) to State Street in the City of Garden City to preserve the roadway pavement.



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
2025	15	0	0	0	0	0	15	14	1
2029	0	0	0	0	76	535	611	566	45
<b>Fund Totals:</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>535</b>	<b>626</b>	<b>580</b>	<b>46</b>

### SH-44, I-84 to Star Road, PEL and NEPA, Canyon County

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 23630

System Performance

Requesting Agency: ITD

NHS-LOTTR

Project Year: PD

Total Previous Allocations: \$3,000

Total Programmed Budget: \$62,098

Total Cost (Prev. + Prog.): \$65,098

**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.



Funding Source STBG-State			Program State Hwy - Early Development					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
PD	0	3,515	0	0	0	58,583	62,098	57,540	4,558
<b>Fund Totals:</b>	<b>0</b>	<b>3,515</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58,583</b>	<b>62,098</b>	<b>57,540</b>	<b>4,558</b>

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



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

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 24117

Asset Management

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$10

Total Programmed Budget: \$1,641

Total Cost (Prev. + Prog.): \$1,651

### Project Description

Sealcoat 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
2026	0	0	0	0	99	1,542	1,641	1,521	120
<b>Fund Totals:</b>	0	0	0	0	99	1,542	1,641	1,521	120

## SH-44, Linder Road to Glenwood Street, Ada County

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: ORN24526

Asset Management

Requesting Agency: ITD

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$13,806

Total Cost (Prev. + Prog.): \$13,806

### Project Description

Restore the pavement surface using a mill and inlay treatment to restore and rehabilitate State Highway 44 from Linder Road in the City of Meridian to Glenwood Street in the City of Garden City.

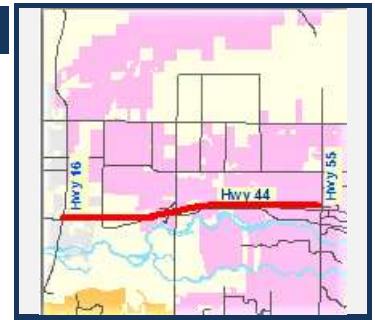


Funding Source NHPP			Program State Hwy - Restoration					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	1,976	0	0	0	0	0	1,976	1,831	145
2028	53	0	0	0	1,165	10,612	11,830	10,962	868
<b>Fund Totals:</b>	2,029	0	0	0	1,165	10,612	13,806	12,793	1,013

## SH-44, Star to Eagle, Sealcoat, Ada County

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 24118** Asset Management

Requesting Agency: ITD  
 Project Year: 2029  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$2,262  
 Total Cost (Prev. + Prog.): \$2,262



### Project Description

Sealcoat State Highway 44 from State Highway 16 in the City of Star to State Highway 55 (Eagle Road) in the City of Eagle in Ada County. The treatment will maintain mobility by extending the life of the pavement.

Funding Source		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
2025	50	0	0	0	0	0	50	46	4
2029	0	0	0	0	55	2,157	2,212	2,050	162
<b>Fund Totals:</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>2,157</b>	<b>2,262</b>	<b>2,096</b>	<b>166</b>

## SH-45 and Locust Lane Intersection, Nampa

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 22717** Safety

Requesting Agency: ITD  
 Project Year: 2030-2031  
 Total Previous Allocations: \$782  
 Total Programmed Budget: \$2,941  
 Total Cost (Prev. + Prog.): \$3,723



### Project Description

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

Funding Source		State Program State Hwy - Safety & Capacity (Capacity)						Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2031	0	0	0	0	1,079	1,862	2,941	0	2,941
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,079</b>	<b>1,862</b>	<b>2,941</b>	<b>0</b>	<b>2,941</b>

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

Regionally Significant:   Inflated

Key #: 23561

Requesting Agency: ITD

Project Year: 2030

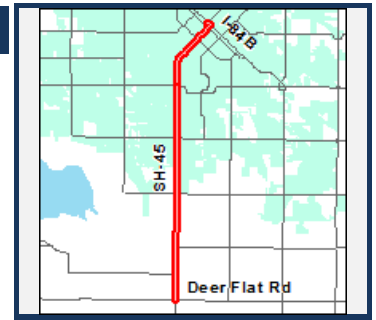
Total Previous Allocations: \$627

Total Programmed Budget: \$11,105

Total Cost (Prev. + Prog.): \$11,732

### Project Description

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



Funding Source		STBG-State Program State Hwy - Restoration						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	721	10,384	11,105	10,290	815
<b>Fund Totals:</b>	0	0	0	0	721	10,384	11,105	10,290	815

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

Regionally Significant:   Inflated

Key #: ORN24524

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$2,249

Total Cost (Prev. + Prog.): \$2,249

### Project Description

Sealcoat State Highway 45 from Deer Flat Road just south of the City of Nampa to I-84B in the City of Nampa.



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
2026	0	47	0	0	0	0	47	44	3
2030	0	0	0	0	68	2,134	2,202	2,040	162
<b>Fund Totals:</b>	0	47	0	0	68	2,134	2,249	2,084	165

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

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 23626

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2025

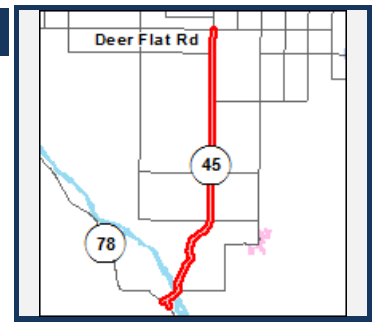
Total Previous Allocations: \$50

Total Programmed Budget: \$1,504

Total Cost (Prev. + Prog.): \$1,554

### Project Description

Sealcoat State Highway 45 from the Junction of State Highway 78 to Deer Flat Road in Canyon County to maintain mobility by extending the life of the pavement.



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		
2025	0	0	0	0	54	1,450	1,504	1,394	110		
<b>Fund Totals:</b>	0	0	0	0	54	1,450	1,504	1,394	110		

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

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 23542

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2025

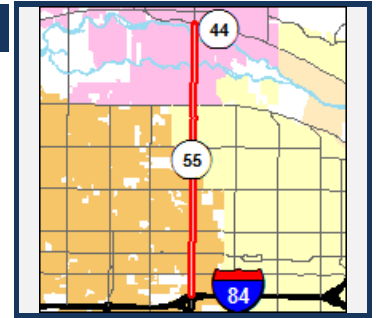
Total Previous Allocations: \$172

Total Programmed Budget: \$4,313

Total Cost (Prev. + Prog.): \$4,485

### Project Description

Sealcoat the pavement surface on State Highway 55 (Eagle Road) from Interstate 84 to State Highway 44 in the Cities of Meridian, Boise, and Eagle, to extend the pavement lifespan.



Funding Source		STBG-State		Program				State Hwy - Pavement Preservation		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	294	4,019	4,313	3,996	317		
<b>Fund Totals:</b>	0	0	0	0	294	4,019	4,313	3,996	317		

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



Regionally Significant:   Inflated

Key #: 22715

Requesting Agency: ITD

Project Year: 2024-2025

Total Previous Allocations: \$199,888

Total Programmed Budget: \$1,902

Total Cost (Prev. + Prog.): \$201,790

**TIP Achievement:**

System Performance

NHS-LOTTR

Safety

**Project Description**

Widen State Highway 55 (Karcher Road) from Farmway Road to Middleton Road in Canyon County to two travel lanes in each direction and installing a continuous median traffic separator from 10th Avenue to Middleton Road. Signalized intersections will be included at each mile. Right-in-right-out-left-in turning movements will be allowed at the mid-mile. Work includes bridge replacements, culvert extensions, separated multi-use pathways, sound walls, and significant utility relocations.

Funding Source		State		Program State Hwy - Safety & Capacity (Safety)					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	25	0	25	0	25	
<b>Fund Totals:</b>	0	0	0	0	25	0	25	0	25	

Funding Source		Local Participating		Program Hwy - Local Partnerships					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	6,894	6,894	0	6,894	
<b>Fund Totals:</b>	0	0	0	0	0	6,894	6,894	0	6,894	

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	
2025	0	0	0	0	4,400	3,318	7,718	7,151	567	
2026	0	0	0	0	816	8,772	9,588	8,884	704	
2027	0	0	0	0	0	3,745	3,745	3,470	275	
<b>Fund Totals:</b>	0	0	0	0	5,216	15,835	21,051	19,506	1,545	

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	
2025	0	0	0	0	0	73,600	73,600	0	73,600	
2026	0	0	0	0	4,080	0	4,080	0	4,080	
2027	0	0	0	0	0	4,890	4,890	0	4,890	
2028	0	0	0	0	0	10,612	10,612	0	10,612	
<b>Fund Totals:</b>	0	0	0	0	4,080	89,102	93,182	0	93,182	

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	
2027	0	0	0	0	0	17,687	17,687	0	17,687	
<b>Fund Totals:</b>	0	0	0	0	0	17,687	17,687	0	17,687	

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

Funding Source		AC (Local)		Program Advanced Construction				Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	-6,894	-6,894	0	-6,894
<b>Fund Totals:</b>	0	0	0	0	0	-6,894	-6,894	0	-6,894

Funding Source		AC (State)		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
2025	0	0	0	0	-4,425	-76,918	-81,343	0	-81,343
2026	0	0	0	0	-4,800	-8,600	-13,400	0	-13,400
2027	0	0	0	0	0	-25,300	-25,300	0	-25,300
2028	0	0	0	0	0	-10,000	-10,000	0	-10,000
<b>Fund Totals:</b>	0	0	0	0	-9,225	-120,818	-130,043	0	-130,043

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

Regionally Significant:   Inflated

Key #: 23335

Requesting Agency: ITD

Project Year: 2024-2026

Total Previous Allocations: \$4,000

Total Programmed Budget: \$55,000

Total Cost (Prev. + Prog.): \$59,000

#### Project Description

Preliminary engineering and right-of-way acquisition to make capacity and safety improvements to State Highway 55 (Karcher Road) from Pear Lane to Farmway Road in Canyon County. Work includes widening to include two travel lanes in each direction, a continuous center turn lane and wide shoulders for pedestrian and bicycle use. Improvements include bridge replacements, culvert extensions and significant utility relocations.

#### TIP Achievement:

System Performance

NHS-LOTTR

Safety



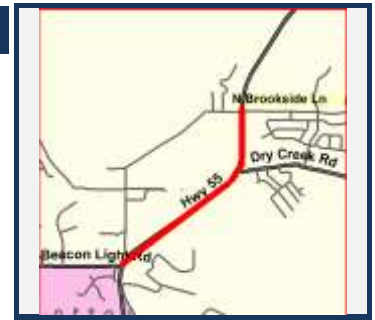
Funding Source		State		Program Leading Idaho				Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	200	4,000	20,200	0	0	0	24,400	0	24,400
2026	0	0	30,600	0	0	0	30,600	0	30,600
<b>Fund Totals:</b>	200	4,000	50,800	0	0	0	55,000	0	55,000

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

## SH-55, Beacon Light Road to Brookside Lane, Ada County

Regionally Significant:   Inflated **TIP Achievement:**  
 Key #: 23638 Safety

Requesting Agency: ITD  
 Project Year: 2029  
 Total Previous Allocations: \$300  
 Total Programmed Budget: \$15,342  
 Total Cost (Prev. + Prog.): \$15,642



### Project Description

Widen State Highway 55 from Beacon Light Road just north of the City of Eagle to Brookside Lane in Ada County from two lanes to four lanes to mitigate congestion and improve safety.

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	225	480	213	0	0	0	918	0	918	
2028	0	0	2,038	0	0	0	2,038	0	2,038	
2029	0	0	0	0	736	11,650	12,386	0	12,386	
<b>Fund Totals:</b>	<b>225</b>	<b>480</b>	<b>2,251</b>	<b>0</b>	<b>736</b>	<b>11,650</b>	<b>15,342</b>	<b>0</b>	<b>15,342</b>	

## SH-55, Farmway Road to Middleton Road, Sealcoat, Canyon County

Regionally Significant:   Inflated **TIP Achievement:**  
 Key #: ORN24571 Asset Management  
 Requesting Agency: ITD Safety

Project Year: 2029  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$495  
 Total Cost (Prev. + Prog.): \$495



### Project Description

Improve pavement condition using a sealcoat treatment on State Highway 55 from Farmway Road in the City of Caldwell to Middleton Road in the City of Nampa to preserve the roadway 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	
2025	13	0	0	0	0	0	13	12	1	
2029	0	0	0	0	18	464	482	447	35	
<b>Fund Totals:</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>464</b>	<b>495</b>	<b>459</b>	<b>36</b>	

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

## SH-55, Ion Junction to Hoskins Road, Sealcoat, Owyhee and Canyon Counties

Regionally Significant:   Inflated

Key #: 23163

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$25

Total Programmed Budget: \$1,993

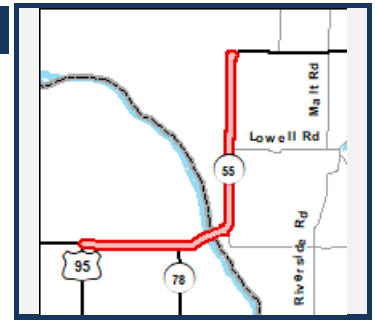
Total Cost (Prev. + Prog.): \$2,018

**TIP Achievement:**

Asset Management

Pavement

Safety



**Project Description**

Sealcoat State Highway 55 from the junction with US Highway 95 at Ion Junction in the City of Marsing to Hoskins Road in Canyon County. The treatment will improve ride quality and extend the pavement lifespan. (59% Canyon County and 41% Owyhee County)

Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	15	0	0	0	105	1,873	1,993	1,847	146
<b>Fund Totals:</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>1,873</b>	<b>1,993</b>	<b>1,847</b>	<b>146</b>

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

Regionally Significant:   Inflated

Key #: 24054

Requesting Agency: ITD

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$4,079

Total Cost (Prev. + Prog.): \$4,079

**TIP Achievement:**

Asset Management



**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%)

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
2025	83	0	0	0	0	0	83	77	6
2030	0	0	0	0	178	3,818	3,996	3,703	293
<b>Fund Totals:</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>3,818</b>	<b>4,079</b>	<b>3,780</b>	<b>299</b>

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



## SH-69, Pavement Preservation, Sealcoat, Kuna to Meridian

Regionally Significant:   Inflated

Key #: 22699

Requesting Agency: ITD

Project Year: 2025

Total Previous Allocations: \$25

Total Programmed Budget: \$3,506

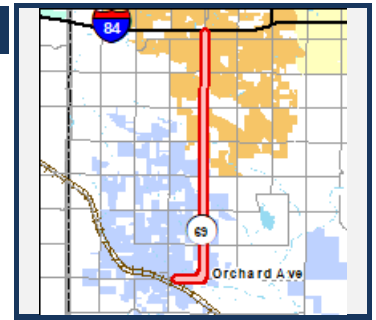
Total Cost (Prev. + Prog.): \$3,531

**TIP Achievement:**

Asset Management

Pavement

Safety



**Project Description**

Sealcoat the pavement surface on State Highway 69 (Meridian Road), from Orchard Avenue in the City of Kuna to Interstate 84 in the City of Meridian, to improve ride quality and extend the pavement lifespan.

Funding Source		STBG-State		Program				State Hwy - Pavement Preservation		Local Match 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	234	3,272	3,506	3,249	257		
<b>Fund Totals:</b>	0	0	0	0	234	3,272	3,506	3,249	257		

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

# Sidewalk, Orr Multi-Use City Sidewalks, Phase 2, Nampa

Regionally Significant:   Inflated

**TIP Achievement:**

**Key # :** 24739

Health

**Requesting Agency:** City of Nampa

Active Transportation

**Project Year:** 2027-2028

**Total Previous Allocations:** \$0

**Total Programmed Budget:** \$938

**Total Cost (Prev. + Prog.):** \$938



## Project Description

Provide sidewalk segments and pedestrian crossings connecting segments of the Orr Pathway in the City of Nampa. Work includes a pedestrian crossing of West Iowa Avenue, sidewalk improvements along the west side of West Roosevelt, and a pedestrian crossing across West Roosevelt to safely connect multiple segments of the Orr Pathway.

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	0	0	117	117	0	117		
<b>Fund Totals:</b>	0	0	0	0	0	117	117	0	117		

Funding Source		AC (Local)		Program				Advanced Construction		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2027	0	0	0	0	170	455	625	0	625		
2028	0	0	0	0	-170	-455	-625	0	-625		
<b>Fund Totals:</b>	0	0	0	0	0	0	0	0	0		

Funding Source		CRP-LU		Program				Local Hwy - Urban		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	38	0	0	0	38	35	3		
2027	0	0	0	0	0	158	158	146	12		
2028	0	0	0	0	170	455	625	579	46		
<b>Fund Totals:</b>	0	0	38	0	170	613	821	761	60		

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

# SR2S, VRT, Ada and Canyon Counties – FY2025-2031

Regionally Significant:   Inflated

Key #: 23943

Requesting Agency: Valley Regional Transit

Project Year: 2025-2031

Total Previous Allocations: \$206

Total Programmed Budget: \$1,818

Total Cost (Prev. + Prog.): \$2,024

**TIP Achievement:**

Active Transportation

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 and Canyon Counties for service years FY2025 through FY2031.

Funding Source TAP-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	218	218	202	16
<b>Fund Totals:</b>	0	0	0	0	0	218	218	202	16

Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	280	280	259	21
2028	0	0	0	0	0	280	280	259	21
2029	0	0	0	0	0	280	280	259	21
2030	0	0	0	0	0	280	280	259	21
2031	0	0	0	0	0	280	280	259	21
<b>Fund Totals:</b>	0	0	0	0	0	1,400	1,400	1,297	103

Funding Source STBG-LU			Program Local Hwy - Urban					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	50	50	46	4
2027	0	0	0	0	0	50	50	46	4
2028	0	0	0	0	0	50	50	46	4
2029	0	0	0	0	0	50	50	46	4
<b>Fund Totals:</b>	0	0	0	0	0	200	200	185	15

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

## SR2S, VRT, Canyon County – FY2025-FY2028

Regionally Significant:   Inflated

Key #: 22922

Requesting Agency: Valley Regional Transit

Project Year: 2025-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$432

Total Cost (Prev. + Prog.): \$432

### Project Description

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



### TIP Achievement:

Active Transportation

Safety

Funding Source		TAP-Urban		Program				Local Hwy - Transportation Alternatives		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	0	108	108	100	8		
2026	0	0	0	0	0	108	108	100	8		
2027	0	0	0	0	0	108	108	100	8		
2028	0	0	0	0	0	108	108	100	8		
<b>Fund Totals:</b>	0	0	0	0	0	432	432	400	32		

## State Street, 36th Street to 27th Street, Boise

Regionally Significant:   Inflated

Key #: 200436

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,724

Total Cost (Prev. + Prog.): \$5,724

### Project Description

Widen State Street from 36th Street to 27th Street in the City of Boise from five lanes to seven lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and high occupancy transit lanes. This project may include access management components.



### TIP Achievement:

Active Transportation

Asset Management

Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
PD	0	520	720	0	0	4,484	5,724	0	5,724		
<b>Fund Totals:</b>	0	520	720	0	0	4,484	5,724	0	5,724		

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

## State Street, Collister Drive to 36th Street, Boise

Regionally Significant:   Inflated

Key #: 200435

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$13,460

Total Cost (Prev. + Prog.): \$13,460

### Project Description

Widen State Street from Collister Drive to 36th Street in the City of Boise from five lanes to seven lanes. Project includes pedestrian and bicycle facilities on both sides of the roadway and high occupancy transit lanes. This project may include an access management component.



### TIP Achievement:

System Performance

Active Transportation

Safety

Funding Source		Local Participating		Program				Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
PD	0	520	540	0	0	12,400	13,460	0	13,460		
<b>Fund Totals:</b>	0	520	540	0	0	12,400	13,460	0	13,460		

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

Regionally Significant:   Inflated

Key #: IN210-03

Requesting Agency: ACHD

Project Year: 2025-2026

Total Previous Allocations: \$576

Total Programmed Budget: \$7,185

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.



### TIP Achievement:

Open Space

System Performance

Active Transportation

Safety

Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	100	449	60	5,890	6,499	0	6,499		
2026	0	0	0	51	0	635	686	0	686		
<b>Fund Totals:</b>	0	0	100	500	60	6,525	7,185	0	7,185		

## State Street, Pierce Park Lane to Collister Drive, Boise and Garden City

Regionally Significant:   Inflated

Key #: 200434

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$7,682

Total Cost (Prev. + Prog.): \$7,682

### TIP Achievement:

System Performance

Active Transportation

Safety



### Project Description

Widen State Street from Pierce Park Lane to Collister Drive in the Cities of Boise and Garden City from five lanes to seven lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway and high occupancy transit lanes. This project may include an access management component.

Funding Source		Local Participating		Program			Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
PD	0	520	710	0	0	6,452	7,682	0	7,682	
<b>Fund Totals:</b>	<b>0</b>	<b>520</b>	<b>710</b>	<b>0</b>	<b>0</b>	<b>6,452</b>	<b>7,682</b>	<b>0</b>	<b>7,682</b>	

## Study, Alternative Fuels, COMPASS

Regionally Significant:   Inflated

Key #: ORN24652

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$115

Total Cost (Prev. + Prog.): \$115

### TIP Achievement:

Support



### Project Description

Study alternative fuels, including hydrogen, natural gas, propane, and electric vehicles (EVs) within the Treasure Valley. The study will investigate the constraints facing alternative fueling and EV charging infrastructure and identify opportunities to coordinate infrastructure, including the equitable distribution of the existing and proposed charging and fueling network to improve access.

Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	115	0	0	0	0	115	107	8	
<b>Fund Totals:</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>107</b>	<b>8</b>	

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

## Study, Big Data Purchase, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: 22394

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$150

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

### Project Description

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



Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	150	0	0	0	0	150	139	11		
<b>Fund Totals:</b>	0	150	0	0	0	0	150	139	11		

## Study, Coordinate Local Waterway-Pathway Plans, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: 23312

Support

Requesting Agency: COMPASS

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$120

Total Cost (Prev. + Prog.): \$120

### Project Description

Collaborate with local agencies in Ada and Canyon Counties to coordinate the waterway-pathway plans they have developed/are developing. Scope includes an analysis of potential connections to other pathways, implementation strategies, cost estimates, and funding options.



Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	120	0	0	0	0	120	111	9		
<b>Fund Totals:</b>	0	120	0	0	0	0	120	111	9		

## Study, Freight Plan, COMPASS

Regionally Significant:   Inflated

TIP Achievement:

Key #: ORN24651

Support

Requesting Agency: COMPASS

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$450

Total Cost (Prev. + Prog.): \$450

### Project Description

Update the 2018 freight plan to create a regional multimodal freight plan that aligns with the Communities in Motion 2050 (CIM 2050) Vision and goals.



Funding Source		STBG-TMA		Program				Local Hwy - Transportation Management		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2029	0	450	0	0	0	0	450	417	33		
<b>Fund Totals:</b>	0	450	0	0	0	0	450	417	33		

## 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: 2025

Total Previous Allocations: \$900

Total Programmed Budget: \$550

Total Cost (Prev. + Prog.): \$1,450

### Project Description

Conduct a study to complete an Interchange Modification Report (IMR) and National Environmental Policy Act (NEPA) study for southerly access to the new Interstate 84 and State Highway 16 Interchange in the City of Nampa. The IMR was prioritized in the East Nampa Connectivity Plan. The NEPA is anticipated to require an environmental impact statement (EIS).



Funding Source		Local Participating		Program				Local Hwy - Local Partnerships		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	550	0	0	0	0	550	0	550		
<b>Fund Totals:</b>	0	550	0	0	0	0	550	0	550		



## Study, Smart Corridors, Nampa Area, COMPASS

Regionally Significant:   Inflated **TIP Achievement:**

**Key # : 23320**

Support

Requesting Agency: COMPASS

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$140

Total Cost (Prev. + Prog.): \$140

### Project Description

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



Funding Source		STBG-LU		Program			Local Hwy - Urban		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	140	0	0	0	0	140	130	10	
<b>Fund Totals:</b>	0	140	0	0	0	0	140	130	10	

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

Regionally Significant:   Inflated **TIP Achievement:**

**Key # : 23678**

Support

Requesting Agency: COMPASS

Project Year: 2027-2028

Total Previous Allocations: \$0

Total Programmed Budget: \$400

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

### 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. Special focus will develop a Transportation Demand Management (TDM) Plan with strategies to give commuters more options for how and when they commute. KN23677 has been merged with this.



Funding Source		STBG-TMA		Program			Local Hwy - Transportation Management		Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2027	0	262	0	0	0	0	262	243	19	
2028	0	138	0	0	0	0	138	128	10	
<b>Fund Totals:</b>	0	400	0	0	0	0	400	371	29	

## Study, Travel Characteristics Study, COMPASS

Regionally Significant:   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		
<b>Fund Totals:</b>	0	1,500	0	0	0	0	1,500	1,390	110		

## Swan Falls Road, Shortline Street to Avalon Street, Kuna

Regionally Significant:   Inflated

TIP Achievement:

Key #: NEW17

Open Space

Requesting Agency: ACHD

Health

Project Year: PD

Active Transportation

Total Previous Allocations: \$0

Total Programmed Budget:

Bridge

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

Safety

### Project Description

Widen Swan Falls Road from Shortline Street to Avalon Street in the City of Kuna from two lanes to five lanes. Work includes pedestrian and bicycle facilities and replacing and widening a 1940's bridge over Indian Creek from two lanes to four lanes. The project is in early development and the cost and timing are not yet known.



Funding Source		Local (Regionally Significant)		Program				Hwy - Local Partnerships		Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
	0	0	0	0	0	0					
<b>Fund Totals:</b>	0	0	0	0	0	0					

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19691

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$3,125

Total Cost (Prev. + Prog.): \$3,125

### Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5310 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	625	625	500	125	
2026	0	0	0	0	0	625	625	500	125	
2027	0	0	0	0	0	625	625	500	125	
2028	0	0	0	0	0	625	625	500	125	
2029	0	0	0	0	0	625	625	500	125	
<b>Fund Totals:</b>	0	0	0	0	0	3,125	3,125	2,500	625	

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19464a

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$2,413

Total Cost (Prev. + Prog.): \$2,413

### Project Description

Provide transportation services through local human service organizations who work with the elderly and persons with disabilities in the Nampa Urban 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 projects and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5310 SU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	397	397	318	79	
2026	0	0	0	0	0	504	504	403	101	
2027	0	0	0	0	0	504	504	403	101	
2028	0	0	0	0	0	504	504	403	101	
2029	0	0	0	0	0	504	504	403	101	
<b>Fund Totals:</b>	0	0	0	0	0	2,413	2,413	1,930	483	

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

### Transit - Capital Replacements, Rural Areas, TVT

Regionally Significant:   Inflated

Key #: 19380d

Requesting Agency: Treasure Valley Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$2,879

Total Cost (Prev. + Prog.): \$2,879

**Project Description**

Replace vehicles and equipment used in the southwest Idaho region, including Ada and Canyon Counties.

**TIP Achievement:**

Public Transportation

Transit Asset Management



Funding Source		FTA 5311						Program		Transit Capital CARES		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2025	0	0	0	0	0	2,879	2,879	2,879	0				
<b>Fund Totals:</b>	0	0	0	0	0	2,879	2,879	2,879	0				

### Transit - Capital Replacements, TVT

Regionally Significant:   Inflated

Key #: 20136b

Requesting Agency: Treasure Valley Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$3,708

Total Cost (Prev. + Prog.): \$3,708

**Project Description**

Replace vehicles and equipment used in the southwest Idaho region, including Ada and Canyon Counties.

**TIP Achievement:**

Public Transportation

Transit Asset Management



Funding Source		FTA 5339 R						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2025	0	0	0	0	0	1,854	1,854	1,483	371				
2026	0	0	0	0	0	1,854	1,854	1,483	371				
<b>Fund Totals:</b>	0	0	0	0	0	3,708	3,708	2,966	742				

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

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

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 19983

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$8,974

Total Cost (Prev. + Prog.): \$8,974

### Project Description

Fixed line operations services 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. Additional details about this program are included in Idaho Transportation Department's programming documents.



Funding Source		FTA 5311						Program		Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2025	0	0	0	0	0	4,487	4,487	2,244	2,244				
2026	0	0	0	0	0	4,487	4,487	2,244	2,244				
<b>Fund Totals:</b>	0	0	0	0	0	<b>8,974</b>	<b>8,974</b>	<b>4,487</b>	<b>4,487</b>				

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

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 18786

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

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 Urban 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 projects and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 SU						Program		Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
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				
2029	0	0	0	0	0	1,508	1,508	754	754				
<b>Fund Totals:</b>	0	0	0	0	0	<b>7,540</b>	<b>7,540</b>	<b>3,770</b>	<b>3,770</b>				

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

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19041

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$22,426

Total Cost (Prev. + Prog.): \$22,426

### Project Description

Provide operations for mobility management programs in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.



Funding Source		FTA 5307 LU		Program				Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	0	5,674	5,674	2,837	2,837		
2026	0	0	0	0	0	4,188	4,188	2,094	2,094		
2027	0	0	0	0	0	4,188	4,188	2,094	2,094		
2028	0	0	0	0	0	4,188	4,188	2,094	2,094		
2029	0	0	0	0	0	4,188	4,188	2,094	2,094		
<b>Fund Totals:</b>	0	0	0	0	0	<b>22,426</b>	<b>22,426</b>	<b>11,213</b>	<b>11,213</b>		

## Transit - Operations, Kuna Senior Center

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19464f

Public Transportation

Requesting Agency: Kuna Senior Center

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$80

Total Cost (Prev. + Prog.): \$80

### Project Description

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



Funding Source		FTA 5310 R		Program				Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	0	40	40	20	20		
2026	0	0	0	0	0	40	40	20	20		
<b>Fund Totals:</b>	0	0	0	0	0	<b>80</b>	<b>80</b>	<b>40</b>	<b>40</b>		

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

## Transit - Operations, Parma Senior Center

Regionally Significant:   Inflated

Key #: 19464h

TIP Achievement:

Public Transportation

Requesting Agency: Parma Senior Center

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$50

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

### Project Description

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



Funding Source		Program						Local Match	
FTA 5310 R		Transit Operations						50.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	26	26	13	13
2026	0	0	0	0	0	24	24	12	12
<b>Fund Totals:</b>	0	0	0	0	0	50	50	25	25

## Transit - Operations, Rural Areas, TVT

Regionally Significant:   Inflated

Key #: 19380e

TIP Achievement:

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,715

Total Cost (Prev. + Prog.): \$1,715

### Project Description

Operate rural transit services in the Southwest Idaho region, including in rural Ada and Canyon Counties.



Funding Source		Program						Local Match	
FTA 5311		Transit Capital CARES						0.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	858	858	858	0
2026	0	0	0	0	0	857	857	857	0
<b>Fund Totals:</b>	0	0	0	0	0	1,715	1,715	1,715	0

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

Regionally Significant:   Inflated

Key #: 18914

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source		FTA 5307 SU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
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	
2029	0	0	0	0	0	819	819	655	164	
<b>Fund Totals:</b>	0	0	0	0	0	<b>4,095</b>	<b>4,095</b>	<b>3,276</b>	<b>819</b>	

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

Regionally Significant:   Inflated

Key #: 19137

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$10,145

Total Cost (Prev. + Prog.): \$10,145

### Project Description

Provide preventive maintenance and complementary paratransit operation services to sustain vehicle and facility safety and security in the Boise Urban 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 projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source		FTA 5307 LU		Program			Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
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	
2029	0	0	0	0	0	2,029	2,029	1,623	406	
<b>Fund Totals:</b>	0	0	0	0	0	<b>10,145</b>	<b>10,145</b>	<b>8,116</b>	<b>2,029</b>	

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



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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19464b

Public Transportation

Requesting Agency: Treasure Valley Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$325

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

### Project Description

Provide transportation services through Treasure Valley Transit in rural areas of Southwest Idaho, including Canyon County, for services in FY2025 and FY2026. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 R						Program		Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2025	0	0	0	0	0	163	163	130	33				
2026	0	0	0	0	0	162	162	130	32				
<b>Fund Totals:</b>	0	0	0	0	0	325	325	260	65				

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 19464c

Public Transportation

Requesting Agency: Valley Regional Transit

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$183

Total Cost (Prev. + Prog.): \$183

### Project Description

Provide transportation services through Valley Regional Transit in rural areas of Ada and Canyon Counties, for services in FY2025 and FY2026. Additional details about this program are included in ITD's programming documents.



Funding Source		FTA 5310 R						Program		Transit Operations		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2025	0	0	0	0	0	91	91	73	18				
2026	0	0	0	0	0	92	92	74	18				
<b>Fund Totals:</b>	0	0	0	0	0	183	183	146	37				

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

Regionally Significant:   Inflated

Key #: 18788

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source		FTA 5307 LU		Program			Transit Capital		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
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		
2029	0	0	0	0	0	268	268	214	54		
<b>Fund Totals:</b>	0	0	0	0	0	<b>1,340</b>	<b>1,340</b>	<b>1,072</b>	<b>268</b>		

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

Regionally Significant:   Inflated

Key #: 19122

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$3,044

Total Cost (Prev. + Prog.): \$3,044

### 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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source		FTA 5339 LU		Program			Transit Capital		Local Match		20.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
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	562	562	450	112		
2028	0	0	0	0	0	562	562	450	112		
2029	0	0	0	0	0	562	562	450	112		
<b>Fund Totals:</b>	0	0	0	0	0	<b>3,044</b>	<b>3,044</b>	<b>2,435</b>	<b>609</b>		

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

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

Regionally Significant:   Inflated

Key #: 21903

Requesting Agency: Valley Regional Transit

Project Year: 2025

Total Previous Allocations: \$0

Total Programmed Budget: \$1,832

Total Cost (Prev. + Prog.): \$1,832

### 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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	0	1,832	1,832	1,698	134
<b>Fund Totals:</b>	0	0	0	0	0	1,832	1,832	1,698	134

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

Regionally Significant:   Inflated

Key #: 22393

Requesting Agency: Valley Regional Transit

Project Year: 2026

Total Previous Allocations: \$0

Total Programmed Budget: \$1,869

Total Cost (Prev. + Prog.): \$1,869

### 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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	0	1,869	1,869	1,732	137
<b>Fund Totals:</b>	0	0	0	0	0	1,869	1,869	1,732	137

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

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

Regionally Significant:   Inflated

Key #: 22815

Requesting Agency: Valley Regional Transit

Project Year: 2027

Total Previous Allocations: \$0

Total Programmed Budget: \$1,580

Total Cost (Prev. + Prog.): \$1,580

### 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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	1,580	1,580	1,464	116
<b>Fund Totals:</b>	0	0	0	0	0	1,580	1,580	1,464	116

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

Regionally Significant:   Inflated

Key #: 23671

Requesting Agency: Valley Regional Transit

Project Year: 2028

Total Previous Allocations: \$0

Total Programmed Budget: \$1,578

Total Cost (Prev. + Prog.): \$1,578

### 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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2028	0	0	0	0	0	1,578	1,578	1,462	116
<b>Fund Totals:</b>	0	0	0	0	0	1,578	1,578	1,462	116

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

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

Regionally Significant:   Inflated

Key #: 23673

Requesting Agency: Valley Regional Transit

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$1,576

Total Cost (Prev. + Prog.): \$1,576

### 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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Alternatives				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2029	0	0	0	0	0	1,576	1,576	1,460	116
<b>Fund Totals:</b>	0	0	0	0	0	<b>1,576</b>	<b>1,576</b>	<b>1,460</b>	<b>116</b>

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY203

Regionally Significant:   Inflated

Key #: 24220

Requesting Agency: Valley Regional Transit

Project Year: 2030

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 FY2030 in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source STBG-TMA			Program Local Hwy - Transportation Management				Local Match 7.34%		
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2030	0	0	0	0	0	1,609	1,609	1,491	118
<b>Fund Totals:</b>	0	0	0	0	0	<b>1,609</b>	<b>1,609</b>	<b>1,491</b>	<b>118</b>

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

## Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT – FY203

Regionally Significant:   Inflated

Key #: ORN24643

Requesting Agency: Valley Regional Transit

Project Year: 2031

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 FY2031 in the Boise Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source			Program				Local Match		7.34%	
STBG-TMA	Local Hwy -	Transportation Management	Local Match	Federal Share	Local Share					
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2031	0	0	0	0	0	1,641	1,641	1,521	120	
<b>Fund Totals:</b>	0	0	0	0	0	1,641	1,641	1,521	120	

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

Regionally Significant:   Inflated

Key #: 18781

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

Total Previous Allocations: \$0

Total Programmed Budget: \$6,600

Total Cost (Prev. + Prog.): \$6,600

### 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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source			Program				Local Match		20.00%	
FTA 5307 SU	Transit Capital	Local Match	Federal Share	Local Share						
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share	
2025	0	0	0	0	0	1,320	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	
2029	0	0	0	0	0	1,320	1,320	1,056	264	
<b>Fund Totals:</b>	0	0	0	0	0	6,600	6,600	5,280	1,320	

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

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

Regionally Significant:   Inflated

Key #: 20136e

Requesting Agency: Valley Regional Transit

Project Year: 2025-2029

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 Urban Area. See Valley Regional Transit's Program of Projects for more details on current year projects and the Transportation Development Plan for long-term vision.

### TIP Achievement:

Public Transportation

Transit Asset Management



Funding Source		FTA 5339 SU		Program				Transit Capital		Local Match 20.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
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		
2029	0	0	0	0	0	323	323	258	65		
<b>Fund Totals:</b>	0	0	0	0	0	<b>1,615</b>	<b>1,615</b>	<b>1,292</b>	<b>323</b>		

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

Regionally Significant:   Inflated

Key #: 23179

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$3,159

Total Programmed Budget: \$8,321

Total Cost (Prev. + Prog.): \$11,480

### Project Description

Project will construct transit, pedestrian, and bicycle facilities along a six and one-half mile section of State Street (State Highway 44) from Bogart Lane to Downtown Boise in the Cities of Boise and Garden City. The project includes accessible bus stops, on-route charging, real-time bus arrival displays, ticketing machines, lighting, a multi-use pathway, wheelchair ramps and access, and bicycle and additional street crossings. The project will benefit vulnerable populations by improving transit speed and reliability, enhancing accessibility and safety at and near transit stops, and increasing the comfort and ease of non-motorized and transit travel.

### TIP Achievement:

Open Space

Health

Active Transportation

Public Transportation



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		
2025	0	0	0	0	0	8,321	8,321	6,657	1,664		
<b>Fund Totals:</b>	0	0	0	0	0	<b>8,321</b>	<b>8,321</b>	<b>6,657</b>	<b>1,664</b>		

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

### Transit - Vehicle Replacement, ACHD

Regionally Significant:   Inflated

Key #: 20136f

Requesting Agency: ACHD

Project Year: 2025-2026

Total Previous Allocations: \$0

Total Programmed Budget: \$983

Total Cost (Prev. + Prog.): \$983

**Project Description**

Replace 15 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.

**TIP Achievement:**

Public Transportation

Transit Asset Management



Funding Source		FTA 5339 R						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2025	0	0	0	0	0	492	492	394	98				
2026	0	0	0	0	0	491	491	393	98				
<b>Fund Totals:</b>	0	0	0	0	0	<b>983</b>	<b>983</b>	<b>786</b>	<b>197</b>				

### Transit - Vehicle Replacements, VRT

Regionally Significant:   Inflated

Key #: 23970

Requesting Agency: Valley Regional Transit

Project Year: 2024-2025

Total Previous Allocations: \$1,841

Total Programmed Budget: \$18,160

Total Cost (Prev. + Prog.): \$20,001

**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 Urban Area. Funds are FY2022 competitive program for low or no emission vehicles.

**TIP Achievement:**

Transit Asset Management



Funding Source		FTA 5339 (c)						Program		Transit Capital		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share				
2025	0	0	0	0	0	18,160	18,160	15,786	2,374				
<b>Fund Totals:</b>	0	0	0	0	0	<b>18,160</b>	<b>18,160</b>	<b>15,786</b>	<b>2,374</b>				

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



## US 20/26 (Broadway Avenue), Sealcoat, Boise

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: ORN24569

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$698

Total Cost (Prev. + Prog.): \$698

### Project Description

Improve the pavement condition using a hot chip seal treatment on US 20/26 (Broadway Avenue) from West University Drive to 800 feet south of Federal Way in the City of Boise to preserve the roadway 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
2026	16	0	0	0	0	0	16	15	1
2030	0	0	0	0	79	603	682	632	50
<b>Fund Totals:</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>603</b>	<b>698</b>	<b>647</b>	<b>51</b>

## US 20/26 (Chinden Boulevard), I-184 to Joplin Road, Ada County

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: ORN24575

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2030

Total Previous Allocations: \$0

Total Programmed Budget: \$4,563

Total Cost (Prev. + Prog.): \$4,563

### Project Description

Improve the pavement using a mill and inlay treatment on US 20/26 (Chinden Boulevard) from Interstate 184 to Joplin Road in Ada County to restore and rehabilitate the roadway pavement.



Funding Source NHPP			Program State Hwy - Restoration					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	330	0	0	0	0	0	330	306	24
2030	0	0	0	0	254	3,979	4,233	3,922	311
<b>Fund Totals:</b>	<b>330</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>254</b>	<b>3,979</b>	<b>4,563</b>	<b>4,228</b>	<b>335</b>

## US 20/26 (Chinden), Phyllis Canal to North Mountain View Road, Ada and Canyo

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: ORN24570

Asset Management

Requesting Agency: ITD

Safety

Project Year: 2029

Total Previous Allocations: \$0

Total Programmed Budget: \$2,292

Total Cost (Prev. + Prog.): \$2,292

### Project Description

Improve the pavement using a chip seal treatment on US 20/26 (Chinden Boulevard) from the Phyllis Canal in the City of Nampa to North Mountain View Road in the City of Meridian to preserve the roadway 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
2025	58	0	0	0	0	0	58	54	4
2029	0	0	0	0	137	2,097	2,234	2,070	164
<b>Fund Totals:</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>2,097</b>	<b>2,292</b>	<b>2,124</b>	<b>168</b>

## US 20/26, Aviation Way to SH-16, Sealcoat, Ada and Canyon Counties

Regionally Significant:   Inflated

**TIP Achievement:**

Key #: 24062

Asset Management

Requesting Agency: ITD

Project Year: 2027

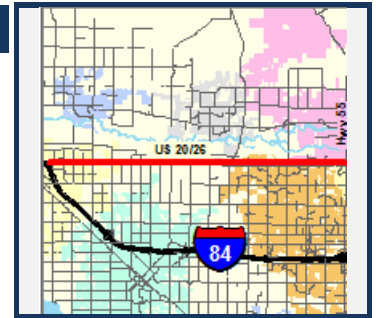
Total Previous Allocations: \$40

Total Programmed Budget: \$3,365

Total Cost (Prev. + Prog.): \$3,405

### Project Description

Sealcoat US 20/26 from Aviation Way in the City of Caldwell to State Highway 16 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
2027	0	0	0	0	152	3,213	3,365	3,118	247
<b>Fund Totals:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>3,213</b>	<b>3,365</b>	<b>3,118</b>	<b>247</b>

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

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 24310

System Performance

Requesting Agency: ITD

Safety

Project Year: 2029-2030

Total Previous Allocations: \$0

Total Programmed Budget: \$47,474

Total Cost (Prev. + Prog.): \$47,474

### Project Description

Widen eastbound US 20 from Middleton Road near the City of Caldwell to Star Road near the City of Star. Improvements include two travel lanes in each direction and a center turn lane with two way left turns. Intersection improvements at the mile will include signalization.



Funding Source 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
2029	0	0	0	0	0	19,430	19,430	18,004	1,426
2030	0	0	0	0	0	28,044	28,044	25,986	2,058
<b>Fund Totals:</b>	0	0	0	0	0	47,474	47,474	43,989	3,485

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

Regionally Significant:   Inflated

TIP Achievement:

Key #: 24309

System Performance

Requesting Agency: ITD

Safety

Project Year: 2029-2030

Total Previous Allocations: \$0

Total Programmed Budget: \$71,224

Total Cost (Prev. + Prog.): \$71,224

### Project Description

Widen westbound US 20 from Middleton Road near the City of Caldwell to Star Road near the City of Star. Improvements include two travel lanes in each direction and a center turn lane with two way left turns. Intersection improvements at the mile will include signalization.



Funding Source 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
2029	0	0	0	0	5,412	21,649	27,061	25,075	1,986
2030	0	0	0	0	0	44,163	44,163	40,921	3,242
<b>Fund Totals:</b>	0	0	0	0	5,412	65,812	71,224	65,996	5,228

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

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

Regionally Significant:   Inflated

Key #: 23167

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: \$110

Total Programmed Budget: \$9,041

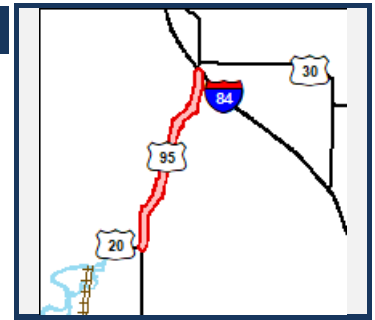
Total Cost (Prev. + Prog.): \$9,151

**TIP Achievement:**

Asset Management

Pavement

Safety



**Project Description**

Resurface the pavement with a mill and inlay treatment on US Highway 95 from just south of the junction with US Highway 20 near the City of Parma to just south of the junction with I-84 in Payette County (47% Canyon County and 53% Payette County).

Funding Source NHPP			Program State Hwy - Restoration					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	540	8,501	9,041	8,377	664
<b>Fund Totals:</b>	0	0	0	0	540	8,501	9,041	8,377	664

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

Regionally Significant:   Inflated

Key #: 24058

Requesting Agency: ITD

Project Year: 2029

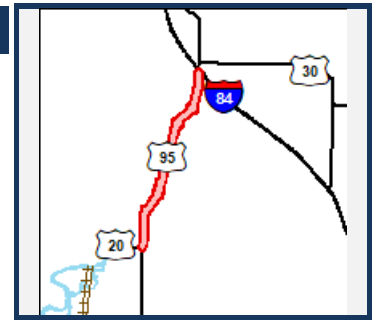
Total Previous Allocations: \$0

Total Programmed Budget: \$2,893

Total Cost (Prev. + Prog.): \$2,893

**TIP Achievement:**

Asset Management



**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).

Funding Source NHPP			Program State Hwy - Pavement Preservation					Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	61	0	0	0	0	0	61	0	61
2029	0	0	0	0	88	2,744	2,832	0	2,832
<b>Fund Totals:</b>	61	0	0	0	88	2,744	2,893	0	2,893

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

## US-95, Sign Face Replacement – FY2024

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 24079** Support

Requesting Agency: ITD  
 Project Year: 2025  
 Total Previous Allocations: \$0  
 Total Programmed Budget: \$832  
 Total Cost (Prev. + Prog.): \$832



### 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.

Funding Source		State		Program				State Highway - Safety		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2025	0	0	0	0	1	831	832	0	832		
<b>Fund Totals:</b>	0	0	0	0	1	831	832	0	832		

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

Regionally Significant:   Inflated **TIP Achievement:**  
**Key # : 23162** Asset Management

Requesting Agency: ITD  
 Project Year: 2026  
 Total Previous Allocations: \$50  
 Total Programmed Budget: \$1,864  
 Total Cost (Prev. + Prog.): \$1,914



### Project Description

Sealcoat the pavement surface on US Highway 95 from Lower Pleasant Ridge Road south of the City of Wilder to just north of the cemetery in the City of Parma. The treatment will improve ride quality and extend the pavement lifespan.

Funding Source		NHPP		Program				State Hwy - Pavement Preservation		Local Match	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share		
2026	0	0	0	0	38	1,826	1,864	1,727	137		
<b>Fund Totals:</b>	0	0	0	0	38	1,826	1,864	1,727	137		

## Ustick Road, Black Cat Road to Ten Mile Road, Meridian

Regionally Significant:   Inflated

Key #: 200919

Requesting Agency: ACHD

Project Year: 2025

Total Previous Allocations: \$479

Total Programmed Budget: \$6,585

Total Cost (Prev. + Prog.): \$7,064

**TIP Achievement:**

Health

System Performance

Active Transportation

Safety



**Project Description**

Widen Ustick Road from Black Cat Road to Ten Mile Road in Ada County and the City of Meridian from two lanes to five lanes. Project includes enhanced pedestrian and bicycle facilities on both sides of the roadway.

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	24	148	6,413	6,585	0	6,585
<b>Fund Totals:</b>	0	0	0	24	148	6,413	6,585	0	6,585

## Ustick Road, Owyhee Storm Avenue to Black Cat Road, Ada County

Regionally Significant:   Inflated

Key #: 102502

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$488

Total Programmed Budget: \$10,999

Total Cost (Prev. + Prog.): \$11,487

**TIP Achievement:**

System Performance

Active Transportation

Safety



**Project Description**

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

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	181	0	0	0	0	181	0	181
2026	0	0	4,320	0	0	0	4,320	0	4,320
2027	0	0	0	204	124	6,170	6,498	0	6,498
<b>Fund Totals:</b>	0	181	4,320	204	124	6,170	10,999	0	10,999

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

## Ustick Road, Star Road to McDermott Road, Ada County

Regionally Significant:   Inflated

Key #: 203719

Requesting Agency: ACHD

Project Year: PD

Total Previous Allocations: \$0

Total Programmed Budget: \$5,677

Total Cost (Prev. + Prog.): \$5,677

### Project Description

Widen Ustick Road from Star Road to McDermott Road in Ada County to five lanes including enhanced pedestrian and bicycle facilities.



### TIP Achievement:

Health

System Performance

Active Transportation

Safety

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	451	0	0	0	0	451	0	451
PD	0	0	67	0	0	5,159	5,226	0	5,226
<b>Fund Totals:</b>	0	451	67	0	0	5,159	5,677	0	5,677

## Ustick Road, Ten Mile Road to Linder Road, Meridian

Regionally Significant:   Inflated

Key #: RD207-24

Requesting Agency: ACHD

Project Year: 2026-2027

Total Previous Allocations: \$87

Total Programmed Budget: \$12,937

Total Cost (Prev. + Prog.): \$13,024

### Project Description

Widen Ustick Road from Ten Mile Road to Linder Road in the City of Meridian from two lanes to five lanes. Project includes pedestrian and bicycle facilities on both sides of the roadway. The concept design will further clarify the project scope.



### TIP Achievement:

System Performance

Active Transportation

Safety

Funding Source Local (Regionally Significant) Program Hwy - Local Partnerships								Local Match 100.00%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	1,482	0	0	0	1,482	0	1,482
2026	0	0	0	50	75	10,730	10,855	0	10,855
2027	0	0	0	0	0	600	600	0	600
<b>Fund Totals:</b>	0	0	1,482	50	75	11,330	12,937	0	12,937

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

## Vista Avenue, Overland Road to Rose Hill Street, Boise

Regionally Significant:   Inflated

Key #: 22390

Requesting Agency: ACHD

Project Year: 2027

Total Previous Allocations: \$1,492

Total Programmed Budget: \$7,922

Total Cost (Prev. + Prog.): \$9,414

### TIP Achievement:

Active Transportation

Asset Management

Safety



### Project Description

Supplement the local pavement preservation program to complete pavement improvements on federal-aid roadway on Vista Avenue, Overland Road to Rose Hill 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
2026	0	0	357	0	0	0	357	331	26
2027	0	0	0	0	735	6,830	7,565	7,010	555
<b>Fund Totals:</b>	0	0	357	0	735	6,830	7,922	7,341	581

## Western Heritage Byway, Swan Falls Road, ACHD

Regionally Significant:   Inflated

Key #: 22600

Requesting Agency: ACHD

Project Year: 2024-2025

Total Previous Allocations: \$834

Total Programmed Budget: \$5,919

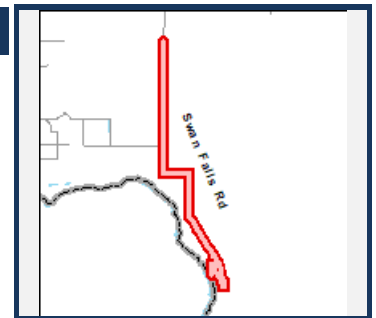
Total Cost (Prev. + Prog.): \$6,753

### TIP Achievement:

Open Space

Active Transportation

Safety



### Project Description

Add five-foot shoulders to Swan Falls Road from just north of Initial Point Road to the southern terminus of the roadway using Federal Lands Access Program funds. Project will also improve accessibility to Bureau of Land Management facilities. Project managed by Western Federal Lands.

Funding Source FLAP			Program Hwy - Federal Lands Access					Local Match 7.34%	
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2025	0	0	0	0	661	5,258	5,919	5,485	434
<b>Fund Totals:</b>	0	0	0	0	661	5,258	5,919	5,485	434

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



## **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 forwarded to appropriate agencies.

A public comment period was held concurrently for an amendment to *Communities in Motion 2050* (CIM 2050) and the Draft FY2025-2031 Regional Transportation Improvement Program (TIP) **July 1 through July 31, 2024**. A total of 29 individuals commented. Twenty-eight comments were related specifically to the draft FY2025-2031 TIP. Staff does not recommend changes to the FY2025-2031 TIP based on public comments received.

Included in the public comments were three letters signed by a total of four member agencies (the Cities of Caldwell, Nampa, and Star and Highway District No. 4) and one non-member agency (Nampa Highway District No. 1) raising safety concerns regarding four delayed Idaho Transportation Department (ITD) projects in their areas. COMPASS staff recommends and volunteers to schedule and host, coordination meetings among these agencies and ITD staff to reconsider the timing of these projects and determine options to advance the affected projects.

# Public Comments Received (Verbatim)

## **Proposed amendment to the long-range transportation plan, *Communities in Motion 2050*, an amendment to the FY2024-2030 Transportation Improvement Program, and the DRAFT FY2025-2031 Transportation Improvement Program**


Public Comment Period: July 1 – July 31, 2024

Total number of individuals submitting comments: **29**

Email: **4**    Online Comment Form: **20**    Hard Copy Comment Form: **1**    Letter: **4**

Comment (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
<b>Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i></b>			
I oppose all of these proposed amendment project. Larger amounts of traffic need to be moved first - finish 16 from State to the Freeway first, work at night, use the amendments funds as incentives to these contractors to finish sooner.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, the City of Boise, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.	Online Comment Form	83669
I highly support the CIM 2050 Amendment, specifically the addition of hard pathways for non-vehicular traffic .I also like the addition of weather monitoring stations to improve driving safety and information.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, the Ada County Highway District, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.	Online Comment Form	Elizabeth Bridges, 83702
Pathways are a wonderful addition to our communities; however, we have major issues with congestion that need to be addressed. These issues are the priority. Pathways are a nice to have addition.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, the City of Boise, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.	Online Comment Form	83686
I support the proposed expansion of N. Linder Rd.	Thank you for your comments; they will be shared with the Ada County Highway District, Idaho Transportation Department, the City of Meridian, and the COMPASS Board of Directors.	Online Comment Form	83616

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Method Received</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>
<b>Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i></b>			
<p>Absolutely love to hear that we as a community are exploring the possibility of rail transportation locally. If done correctly I feel it can solve many of the transit problems we encounter daily while easing disruptions caused by road construction. Upkeep once established is important to me as well, as it would reflect the great care we have for the Treasure Valley and our beautiful state. I would be very happy to see a thought-out and realistic plan for maintaining the railway once it's been established. I'm very happy to hear this opportunity is upon us, in the future I would very much like to be updated on what the community can do to help this become a reality. Thank you for reading my comment and for all the hard work being put into doing it correctly and ethically.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, Idaho Transportation Department, Valley Regional Transit, the City of Meridian, the City of Nampa, the City of Boise, the City of Caldwell, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">Thomas Gage, 83686</p>
<p>Needed now.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, the Ada County Highway District, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">83669</p>
<p>Keep going, keep adding, more will use it. Need straight shots to downtown. You are appreciated!!!! The kids are stoked too!</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, the Ada County Highway District, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">83713</p>
<p>Pathways are essential to our valley in providing safe and comfortable routes for people to commute, recreate, and live healthy lives. I believe we should invest in these two additional pathways and look at opportunities to invest more funds to create a network of routes throughout the valley.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, the Ada County Highway District, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">83714</p>
<p>I am in support of the CIM 2050 Amendment, particularly the project related to fixing the North Glenwood Street.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, the Ada County Highway District, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">83712</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Method Received</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>
<p align="center"><b>Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i></b></p>			
<p>Remove the flashing lights. Mainly on meridian road from Overland to deer flat. So many accidents with the flashing yellow light.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, the Ada County Highway District, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">83634</p>
<p></p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, the Ada County Highway District, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">83702</p>
<p>I support the Pathway N. Glenwood Street west side from Glenwood Bridge to Riverside Drive. I have bicycled along this area for 29 years and in those years, I have felt unsafe because there is nothing that separates people biking/walking from cars. It is narrow and inconsistent with the pedestrian/bicycle infrastructure that is on the Glenwood Bridge. I look forward to this project being completed.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, the City of Meridian, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">Mary Beth Nutting, 83703</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Method Received</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>
<p align="center"><b>Comments on projects in the regional transportation improvement program (TIP)</b></p>			
<p>Charging stations for electric cars and bikes. More bike lanes. Light rail to Caldwell. If you don't do it now, the valley will suffer and die in the next 30 years.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Caldwell, Valley Regional Transit, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">Robert J Hart, 83703</p>
<p>I like the addition of a roundabout as it will improve traffic flow and reduce left-hand turns across traffic. I like the addition of a bicycle and pedestrian counter and all work to improve the safety and flow of non-vehicular traffic.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">Elizabeth Bridges, 83702</p>
<p>Most of this needs to be done. I hope that some of the repairs or upgrades can wait until the projected date.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">Tamalla Roby, 83642</p>
<p>Middleton Road, SH 55 to Nampa-Caldwell Blvd has become congested. Additional lanes need to be added. This is an important route for local traffic. Improving this route would relieve congestion at the Karcher Rd Nampa Caldwell Blvd intersection. South Middleton Rd from Karcher Road to Greenhurst is an important bypass around the Nampa inner city. Improvements to this route would ease congestion in the Nampa inner city</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Nampa, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">83686</p>
<p>The deployment of EV charging stations within the city of Boise should NOT prioritize placing them in parks. Put them on the Streets - work with ACHD to prioritize putting them at Park-N-Ride lots and large commercial centers (the Mall).</p>	<p>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.</p>	<p align="center">Online Comment Form</p>	<p align="center">83705</p>
<p>I would like to comment in support of Amendment #4 for FY2024-2030 Regional Transportation Improvement Program (TIP) As an owner of an electric car I am in strong support of the electronic fueling station. More and more car manufacturers are stating that they are moving to exclusive electronic vehicles and Boise needs to be prepared to support the growth in such vehicles.</p>	<p>Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">Sabrina Schroeder, 83714</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the regional transportation improvement program (TIP)</b>			
<p>I wanted to submit some comments about public transportation in Idaho. First of all, not everyone drives. I am 48 years old and I don't drive. Because of health reasons I don't drive and have never driven. I used to live in a bigger city and was able to get around on the bus. Now in Caldwell, Idaho, I am stuck in my house unless my husband takes me out on his days off. This causes depression and is causing many problems in my life. I can't even make it to doctors appointments. Because of this, my health is getting worse and worse and there's not a darn thing I can do about it. Public transportation should be available in every city, every neighborhood and every subdivision. Thank you.</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit, the City of Caldwell, and the COMPASS Board of Directors.</p>	<p>Email</p>	<p>NA</p>
<p>Regarding the proposed \$4 million Charging and Fueling Infrastructure - I am opposed to this amendment. While EVs have some benefits, a thorough analysis of the entire life cycle of EVs also poses serious questions and challenges. Moreover, the government is not in the business of building fueling stations of other types, that is left to the private sector, as should EV fueling/charging stations - it is not the government's business to help citizens cope with re-fueling for any vehicle choice, including EVs. I support the removal of the road conditions technology at Hwy 44 and Hwy 16 for three reasons: most drivers have other ways of readily obtaining weather information, in other places where such technology has been deployed the information is quickly stale and keeping it relevant can be challenging, and lastly, saving taxpayers funds rather than spending on safety measures that don't materially affect safety. Additionally, driving conditions do not always need to be perfect, such as snow and ice removal...it's a luxury not a right, people need to know how to navigate/operate in such conditions or make other transportation arrangements.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, and the COMPASS Board of Directors.</p>	<p>Online Comment Form</p>	<p>83616</p>
<p>1) An additional bridge is needed as a major vehicle and pedestrian crossing of the Boise River. 2) Developers need to be paying for roadway upgrades as housing, etc is added in the valley.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Email</p>	<p>NA</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the regional transportation improvement program (TIP)</b>			
It would be environmentally improved if the bushes, trees, weed growth would be trimmed around the canal that runs parallel to Roosevelt Ave between Midland & 11rhAve. Also as it backs the Dallas Woods subdivision on the opposite side of the fencing. It is almost as tall as a man at this point. If leveled now but would be less weeds for neighbors to deals with & much more aesthetic looking. Thank you The Russon Family	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Nampa, and the COMPASS Board of Directors.	Email	NA
*****Where is the proposed NEW I-84 at Ustick Interchange that is desperately needed? Karcher is gridlocked way too often. This is HIGH PRIORITY!! *****	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Nampa, the City of Caldwell, the City of Middleton, and the COMPASS Board of Directors.  A study for an interchange justification report, which is the first step in planning a new interchange, was scheduled this year (FY2024) and will soon be underway.	Online Comment Form	83686
I support the proposed expansion of N. Linder Rd.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Meridian, and the COMPASS Board of Directors.	Online Comment Form	83616
Needed now.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Online Comment Form	83669
Love the new expansion on VTA, been here 14 years and wanted a bus that came by our busy street corner (Ustick and Cloverdale) so glad it finally happened	Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, and the COMPASS Board of Directors.	Online Comment Form	83713
See Attachment [Pages 10-11]	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Greenleaf, and the COMPASS Board of Directors.	Hard Copy Comment Form	83626
See Attachment [Pages 12-13]	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Letter	City of Nampa and Nampa Highway District



<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the regional transportation improvement program (TIP)</b>			
See Attachment [Pages 14-15]	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Letter	Highway District No. 4, City of Nampa, and City of Caldwell
Question, are there any plans to have a bypass of I84 from Caldwell id to south of Kuna id and back to I84 east of Boise to help travelers who don't to too stop in the area, and relieve some congestion on through the valley on I84.	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Kuna, the City of Nampa, Highway District No. 4, the City of Caldwell, the City of Boise, and the COMPASS Board of Directors.</p> <p>A regional connectivity study south of Interstate 84 is identified as a needed, but currently unfunded, study in the regional long-range transportation plan, <a href="#">Communities in Motion 2050</a>. To that end, a study is currently being considered to analyze extending State Highway 69 to the south, identify possible "paths" to make Kuna-Mora Road a continuous corridor, identify the potential type of roadway that would be the best fit for the area, and more.</p>	Online Comment Form	Kent R Tjemslund, 83642
I would like to see the 3 Rivers Crossing put as a top priority. It is at least 20+ years overdue and needs to be implemented as soon as possible.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Eagle, the City of Garden City, the City of Boise and the COMPASS Board of Directors.	Online Comment Form	83616
Happy about improvements to pedestrian, bicycle, and public transportation systems	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83702
In your plans work with any new housing and business developments to consider transportation concerns and include biking walking buses or vans and then cars and trucks. I would like to see walkable developments and more alternatives to driving cars and trucks. Thank you. Use safety standards for non vehicle lanes and access like bike and pedestrian right of ways .	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.	Email	Ingrid Brudenell

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on projects in the regional transportation improvement program (TIP)</b>			
I would like to see preliminary studies on needed improvements to the Boise Cutoff rail alignment to support future community rail development in order to restart the stalled momentum for non-road-dependent mass transit in the treasure valley.	Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, and the COMPASS Board of Directors.	Online Comment Form	83687
We need a lot more turning lane on the right side of the roads. To keep from traffics back up. I know and realize our roads are small, with so Much traffic. Maybe round snouts done differently to force the car to exit on the right if in the right lane. Too many accidents with cars running into each other, with so many open lanes	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83634
While there are a lot of projects to comment on, I'll focus on a general thought from looking through the detailed list. I would like to express my support for providing options for transit and mobility. I'm not against motor vehicles, but how amazing would it be if more neighborhoods in our community could bike, walk, or ride the bus for a percentage of trips. I've recently been able to walk to a local coffee shop that is new and I've been able to bike to work most days. While my family still drives for certain trips, it has improved our lives dramatically by being able to reduce our vehicle trips. I just want to clearly state my support for enhanced bus routes, bike routes, and pedestrian facilities alongside the efficiency of our roads. I'm specifically excited about the State St. Premium Corridor improvements and the Chinden 43rd improved crossing.	Thank you for your comments; they will be shared with the Ada County Highway District, Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83714
See Attachment [Page 16]	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Eagle, the City of Meridian and the COMPASS Board of Directors.	Letter	City of Star
See Attachment [Page 17]	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.		City of Meridian

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Method Received</b></p>	<p align="center"><b>Name, Zip Code, Affiliation</b></p>
<p align="center"><b>Comments on projects in the regional transportation improvement program (TIP)</b></p>			
<p>I fully support the Transit - State Street premium corridor, Part 2 project. Consistent pedestrian/bicycle infrastructure has been desperately needed in this area of State Street for many years. I ride the State Street bus on a regular basis and can speak to the inadequacies of many of the bus stops along this corridor. I feel unsafe waiting for the bus at several of the stops on State Street. I only wish that this project would extend west of Bogart to Horseshoe Bend Road. The development of apartment complexes along State Street has rapidly increased and there is a need for residents to be able to walk and bike safely to services and bus stops on State Street.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, Valley Regional Transit, the City of Boise, the Ada County Highway District, the City of Garden City, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">Mary Beth Nutting, 83703</p>
<p>Regarding the proposed \$4 million Charging and Fueling Infrastructure - I am opposed to this amendment. While EVs have some benefits, a thorough analysis of the entire life cycle of EVs also poses serious questions and challenges. Moreover, the government is not in the business of building fueling stations of other types, that is left to the private sector, as should EV fueling/charging stations - it is not the government's business to help citizens cope with re-fueling for any vehicle choice, including EVs. I support the removal of the road conditions technology at Hwy 44 and Hwy 16 for three reasons: most drivers have other ways of readily obtaining weather information, in other places where such technology has been deployed the information is quickly stale and keeping it relevant can be challenging, and lastly, saving taxpayers funds rather than spending on safety measures that don't materially affect safety. Additionally, driving conditions do not always need to be perfect, such as snow and ice removal...it's a luxury not a right, people need to know how to navigate/operate in such conditions or make other transportation arrangements.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, the Ada County Highway District, the City of Garden City, the City of Meridian, and the COMPASS Board of Directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">83616</p>

## Regional Transportation Projects

### Comment Period: July 1 – July 31, 2024

**COMPASS is seeking comment on:**

- A transportation budget, called the regional transportation improvement program (TIP), that shows how federal transportation dollars will be spent over the next seven years in Ada and Canyon Counties.
- Proposed changes to the regional long-range transportation plan, *Communities in Motion 2050*.

More information and copies of draft documents can be found online at <https://compassidaho.org/> (click on "Public Comment").

**All comments must be submitted in writing by 11:59 pm, Wednesday, July 31, 2024.**

*I am commenting on:*

**Projects in the Transportation Improvement Program**

Please put barriers up on Highway 19 on left turn lanes. Construction trucks coming onto Highway 19 from side streets (Pinto/Weitz) are ALWAYS going into opposing traffic left turn lanes. Many near wrecks have happened as a result of this illegal maneuver.

**Changes to the long-range transportation plan, *Communities in Motion 2050***



# Comment Form



## Regional Transportation Projects Comment Period: July 1 – July 31, 2024

**Thank you for your comments!**

**Please tell us a little about yourself.**

**This information helps us improve our communication programs.**

**Zip Code (Required):** *Providing your zip code will help us ensure we are reaching out to individuals in the entire COMPASS planning area. Thank you!*

83626

<b>Optional:</b> check as appropriate	<input type="checkbox"/> Male	<input type="checkbox"/> Black	<input type="checkbox"/> White	<input type="checkbox"/> Under 20
	<input type="checkbox"/> Female	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Asian/Pacific Islander	<input type="checkbox"/> 20 – 34
	<input type="checkbox"/> Disabled	<input type="checkbox"/> American Indian/ Alaska Native	<input type="checkbox"/> Other	<input type="checkbox"/> 35 – 49
				<input checked="" type="checkbox"/> 65 or older

How did you learn about this opportunity to comment?	<input type="checkbox"/> Email	<input type="checkbox"/> News story	<input type="checkbox"/> Postcard
	<input type="checkbox"/> Social media	<input type="checkbox"/> Newspaper ad	<input type="checkbox"/> COMPASS website
		<input type="checkbox"/> Word of mouth	<input checked="" type="checkbox"/> Other

Contact Information: **(Optional)**

Add me to your email list

Include my name/affiliation my comments

Name:

Affiliation (if applicable):

E-mail:

**Comments will be accepted through 11:59 pm, Wednesday, July 31, 2024.**

Send comments to: Community Planning Association of Southwest Idaho  
700 NE 2<sup>nd</sup> Street, Suite 200, Meridian, ID 83642; [info@compassidaho.org](mailto:info@compassidaho.org); or fax: 208/855-2559

Those needing assistance, including assistance with submitting written comments, may call 208/855-2558 with 48 hours advance notice. *Personas que necesitan asistencia, favor de llamar al número 208/855-2558 con 48 horas de anticipación.* This form is considered a "public record," and, as such, could be requested via a public records request. It is illegal for anyone receiving public records via a public records request to use names received via that request as a contact list.



July 26, 2024

Idaho Transportation Department  
8150 W Chinden Blvd  
Boise, Idaho 83714

**Re: KN 22717 - SH-45, Locust Lane Intersection, Nampa**

Dear Ms. DeLorenzo and Mr. Brinkman:

We would like to thank ITD for your partnership and the continued support and prioritization for the locals in your jurisdiction. Nampa citizens, surveyed yearly, have expressed that improving movement in and through Nampa is a top priority. Together, our agencies have a proven track record of improving safety and the transportation network for all our users.

One example of these improvements is the installation of a signal at the intersection of SH-45 and Locust Lane (KN22717). In May 2023, ITD and the City of Nampa partnered by entering into a Cooperative Agreement for development, detailing the intention for ITD to pay for design, the City to pay for Right-of-Way acquisition and the construction costs to be shared equally between the two agencies. Through this agreement, a full PS&E plan set has been completed ahead of schedule and all Right-of-Way has been acquired to complete this project.

Since 2019, this busy intersection has seen 33 crashes, four (4) of which involved Class A serious injury accidents and over half involved either Class A, B or C injuries. It is important to note that 18 of these crashes have occurred in the last two years alone, showcasing the increasing severity of the problem at this intersection. Additionally, every year the City receives numerous complaints and concerns from citizens with outcries for an improvement to safety at this location. Because of this, in April 2024, Nampa formally requested advancement for construction of this project from FY27, fast tracking this very needed signal.

In addition to the need to improve safety for vehicular traffic, this improvement would serve as a protected crossing for our vulnerable users. Currently, bicycle and pedestrian traffic have to travel a mile to the North along SH-45 in order to cross with the assistance of a light. This intersection is within a half a mile of a school, SH-45 is designated as a proposed bike route and Locust Lane is designated as a proposed pathway (Nampa's Master Bike and Pedestrian Plan). Because of this, Nampa's Bike and Ped Committee has continually prioritized this crossing as a needed improvement.

Concerningly, it has come to our attention that in the July 1 update of the ITD Transportation Improvement Plan, the construction funding for the referenced project was not advanced, but instead delayed to FY30 & FY31. With ITD and the City equally sharing the burden for construction, the proportionate share is estimated at only \$917k each. It is imperative that our agencies continue funding this vital improvement as quickly as possible. The City of Nampa and our partner, the Nampa Highway



District, is imploring ITD to reconsider funding this project immediately. The City is prepared to fund the project as soon as ITD has their share identified.

We appreciate your consideration and continued partnership as we improve safety, mobility and economic opportunity for all our roadway users. Please feel free to contact Crystal Craig at [craigc@cityofnampa.us](mailto:craigc@cityofnampa.us) or Nick Lehman at [Nick@nampahighway1.com](mailto:Nick@nampahighway1.com) should you like to discuss this matter further.

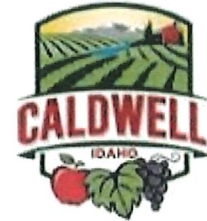
Sincerely,

A handwritten signature in blue ink that reads 'Crystal Craig'.

**Crystal Craig, P.E.**  
Director of Transportation

A handwritten signature in blue ink that reads 'Nick Lehman'.

**Nick Lehman, P.E.**  
Director, Nampa Highway District



July 26, 2024

Idaho Transportation Department  
8150 W Chinden Blvd  
Boise, Idaho 83714

**Re: KN 23409 & KN 24310 – US 20/26, Middleton Rd to Star Rd – West Ada/Canyon County**

Dear Ms. DeLorenzo and Mr. Brinkman:

We would like to thank ITD for your partnership and the continued support for the locals in your jurisdiction. ITD’s Toward Zero Deaths goal is commendable, and we appreciate the dedication to improving safety on our shared roadways.

With this goal in mind, one specific roadway is of utmost concern to our shared agencies. Since 2019, US 20-26 between Midland Blvd and Can-Ada Rd has seen 133 crashes and four (4) fatalities. These numbers are staggering, as no loss of life is acceptable.

Intersection with US 20-26	Injury	Fatality	Total Crashes
Can-Ada Rd	--	--	15
11 <sup>th</sup> Ave	6	1	25
Franklin Blvd	4	--	15
Northside Blvd	14	1	32
Midland Blvd	14	2	46
<b>Totals</b>			133

The July 1 update of the ITD Transportation Improvement Plan indicates the construction funding for the referenced projects was delayed from FY24 to FY28 and FY29. This is extremely concerning given the crash data. The number of crashes and fatalities on this stretch of roadway is so severe that the City of Nampa, Highway District 4 and the City of Caldwell are requesting the advancement of temporary signals, prior to the installation of the permanent signals in FY28. Safety is a number one priority and advancing these much-needed improvements could prevent the continued loss of life on this roadway.





We appreciate your consideration and continued partnership as we improve safety, mobility and economic opportunity for all our roadway users. Please feel free to contact Crystal Craig, [craigc@cityofnampa.us](mailto:craigc@cityofnampa.us), Bruce Bayne, [bbayne@hwydistrict4.org](mailto:bbayne@hwydistrict4.org), or Robb MacDonald, [rmacdonald@cityofcaldwell.org](mailto:rmacdonald@cityofcaldwell.org) should you like to discuss this matter further.

Sincerely,

A handwritten signature in blue ink that reads 'Crystal Craig'.

**Crystal Craig, P.E.**  
Senior Public Works Director, City of Nampa

A handwritten signature in blue ink that reads 'Bruce Bayne'.

**Bruce Bayne, P.E.**  
Director, Highway District 4

A handwritten signature in blue ink that reads 'Robb MacDonald'.

**Robb MacDonald**  
Public Works Director, City of Caldwell

City of Star

P.O. Box 130  
Star, Idaho 83669  
208-286-7247  
Fax 208-286-7569

www.staridaho.org



Mayor:  
Trevor A. Chadwick

Council:  
Kevin Nielsen  
Jennifer Salmonsens  
Kevan Wheelock  
David Hershey

Jason Brinkman  
ITD District 3 Engineer

Matt Stoll  
Executive Director, Compass

July 31, 2024

RE: Key# 20574, SH-44 (State Street), Star Road to SH-16, Ada County

Dear Mr. Brinkman and Mr. Stoll,

I am writing to strongly request a reconsideration by ITD on the timing of the construction for Key #20574 as the City of Star strongly opposes the listed construction start year of 2029.

This segment of SH-44 runs through the center of Star. It currently has approximately 20,000 plus vehicle trips per day on a three-lane segment. This one-mile segment is bookended by five lane segment roads creating a bottle neck event through the center of town.

With limited bridge crossing from Middleton to Eagle, SH-44 continues to be the major arterial for vehicular traffic between Canyon County and Boise/Meridian areas. Growth continues in Star, Caldwell, Middleton and rural Canyon Counties creating more stress on this roadway segment. In fact, from 2020-2024 the following cities which feed this major arterial has seen the following growth in population: Star 83.06%, Caldwell 22.37% and Middleton 39.94%. And with the current new construction housing permits continuing to climb, the increase in traffic volumes will also continue to create challenges through the center of Star with bottle necked traffic, idle times and environmental challenges with higher emissions, and not leaving out increased road rage. Additionally, this bottle neck creates slower response times for first responders with the Star Fire District, Star Police and Ada County EMS.

The City of Star has entered into a Proportionate Share agreement with ITD which allowed the city to use funds collected from new construction to widen the mile segment of State Highway 44 from Can Ada Road to Star Road. This was done with the understanding that Key#20574 would start construction in 2025 to complete the five-lane segment from Can Ada clear to Highway 16, efficiently and effectively moving traffic.

Per the FY2025-2031 Regional TIP Basic Project List, this project is now slated to not be constructed until 2029. This is completely unacceptable and dangerous for commuters and pedestrians of this area.

We are strongly asking and requesting ITD's support to prioritize the construction widening of Key# 20574 into the 2025-2026 budget year. Star, Middleton, Caldwell and Canyon Counties citizens are counting on your accelerated efforts in providing a safe and efficient corridor through the middle of Star.

Thank you for your time,

Mayor Trevor A. Chadwick  
City of Star  
208-870-9611



Mayor Robert E. Simison

**City Council Members:**

Luke Cavener, President  
Liz Strader, Vice President  
Brian Whitlock  
Doug Taylor  
John Overton  
Anne Little Roberts

July 30, 2024

Matt Stoll  
Director  
Community Planning Association of Southwest Idaho (COMPASS)  
700 NE 2<sup>nd</sup> St., Ste #200  
Meridian, ID 83642

Dear Mr. Stoll,

The City of Meridian has reviewed the Draft FY2025-2031 Regional Transportation Improvement Program (TIP) and submits this letter in support of the Draft, specifically the Linder Road overpass (Key Number 24099). The City believes that the TIP represents a significant investment in the future of our region, and that the Linder Road project is key project for the Valley. As such, the City has already partnered with ACHD and ITD to fund and complete design of this project and we eagerly anticipate construction.

The TIP plays a vital role in ensuring Idaho's transportation infrastructure remains safe, efficient, and able to support our growing economy. Advancing construction of critical projects like the Linder Road Overpass demonstrates commitment to these goals. Once constructed, the overpass will alleviate existing barriers to efficient movement of people, goods, and services and improve emergency service reliability. It will reduce excessive out-of-direction travel, local trip delays and unnecessary trips on adjacent I-84 interchanges. Further, it will fill the last gap in the Linder Road corridor and will be the longest unbroken north-south arterial in Ada County, a huge boost for interconnectivity within the region. Construction of an I-84 overpass at Linder Road is one of the most significant transportation infrastructure projects needed in Ada County.

This project will improve the quality of life for our residents, businesses, and visitors and we encourage the COMPASS Board to approve the TIP with the inclusion of the Linder Road overpass project. Should you have any questions please reach out to our Long-Range Associate Coordination Planner, Hether Hill, at (208) 489-0319.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. E. Simison", is written over a light blue star graphic.

Robert E. Simison  
Mayor

cc: Heather Hill, City of Meridian Long-Range Associate Coordination Planner  
Caleb Hood, City of Meridian Deputy Director of Planning